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With Coloured Supplement: "Nature,"
After the Painting by Sir Thomas Lawrence. SIXPENCE.

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THE WRECK OF THE WORLD'S LARGEST SAILING-VESSEL: THE FIVE-MASTED "PREUSSEN" STRANDED NEAR DOVER—
LIFEBOAT AND ROCKET-APPARATUS AT WORK.

The "Preussen," which is the largest sailing-vessel in the world, was in collision with the "Brighton," and, therefore, anchored off Dungeness. Driven east by the weather, she was taken in charge of two tugs. Off Dover, she became unmanageable on Sunday last, and, breaking away, went ashore at Fan's Bay during the afternoon. Mr. King's drawing shows the scene late on the Sunday afternoon, at dusk. The glare of the South Foreland light can be seen lighting the cliff. A rocket-apparatus is being worked on the cliff and another on the beach. Four tugs stand by the vessel, and one of these is towing the Dover lifeboat so that she may manoeuvre for a position from which she can get a line aboard the "Preussen."

DRAWN BY CECIL KING, R.H.A., OUR SPECIAL ARTIST AT DOVER.

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THE PLAYHOUSES.

"A SINGLE MAN." AT THE PLAYHOUSE.

MR. HUBERT HENRY DAVIES' new play is scarcely a
second "Mollusc"—it contains no such splendid
piece of character-drawing as did that, nor is it, like that,
though it claims the title, a true comedy; but it is a
very sprightly and entertaining piece, full of fun and high
spirits, which are alternated every now and then with
pretty touches of sentiment. It has more in common with
"Cousin Kate" than any other work of Mr. Davies',
though the note of farce is stronger for the most part
here than there, and the inevitable love-scene—in this
instance, courtship over a dinner à deux, just as we
had a romantic tête-à-tête over the tea-cups in "Cousin
Kate"—is subdued and dainty rather than dashing.
Once more, as in the earlier play, Mr. Cyril Maude
is cast for hero; but this time he is a bachelor who
makes a dreadful hash of his relations with women.
A well-to-do author who dabbles in poetry and pos-
sesses the luxury of a girl secretary, Robin Worthington
is the centre of an admiring circle and has the knack
of attracting feminine affection. His pretty, feather-
brained little sister-in-law and her husband want to see
the "Single Man" married, and they expect him to
pair off with the rhapsodical and undisciplined Louise
Parker. But he creates a sensation by engaging him-
self to a young tomboy who runs him almost off his legs
at sports and embarrasses him by her rowdiness. Her
rival, convinced he will soon tire of so exhausting a
sweetheart, resolutely throws herself at his head, and
tries to entrap the Quixote into a compromising situation
from which he can only extricate himself by contracting
a fresh engagement. But she has counted without the
demure and sweet little typist, who is all eyes of humble
adoration for her employer, and coming in on him un-
expectedly at night, is made to share that dinner at
which the artful Louise had unsuccessfully manoeuvred
to take a place. Gradually, under the influence of the
wine and the novelty of the occasion, the girl secretary
reveals her native gentleness and refinement, and when
the jealous Louise arrives on the scene, it is to find the
typist in Robin's arms. The hero's nervous tremors under
his series of odd adventures are admirably brought out
by Mr. Maude, who is never so well suited as in
the part of a shy and chivalrous romanticist; and
Miss Hilda Trevelyan, meek and winning as the secre-
tary, proves an admirable foil to the violent-tempered
Louise of Miss Nancy Price. Miss Mary Jerrold gives
a delightful sketch of a young wife who is wrapped up
in her baby and husband; and the tomboy of Miss
Dulcie Greatwich is as amusing as the genial Dowager
of Miss Florence Haydon. A better interpretation than
that supplied at the Playhouse Mr. Davies could hardly
hope for.

"THE OUTCOME OF AGITATION." AT THE KINGSWAY.

An amiable little play, the work of a Canadian author,
Mr. James Douglas by name, now serves to point a
contrast to the rollicking humour of Mr. Warren Bell's
farce, "Company for George," at the Kingsway. "The
Outcome of Agitation" is a fairy-tale, in which a suc-
cessful emigrant is shown returning home to find his
family in the clutches of the bailiff and leading them to
start life anew in that land of plenty—the Dominion of
Canada. It is an artless trifle, with a certain freshness
about its dialogue, though its characterisation and tech-
nique betray the amateur. Mr. Windham Guise is
comical as the good-natured bailiff, Mr. Guy Cary is
breezy as the returned Canadian, and Miss Cicely
Charlton is sympathetic in the part of the emigrant's
depressed sister-in-law.

"A WOMAN'S WAY." AT THE GLOBE.

No theatrical failure was ever transferred from one
playhouse to another. So that one can believe, and be
glad to believe, that "A Woman's Way" has turned
the corner and made its way to success. Originally
produced at the Comedy, Mr. Thompson Buchanan's
bright and clever comedy has now found a fresh home
at the Globe. Its withdrawal would have been a pity,
if only because that would have meant a loss to London
of Miss Alexandra Carlisle's very delightful acting in
the part of the heroine—that sensible little wife who
smoothes over a domestic scandal and wins back her
husband's affection by a combination of tact and humour.
But really, quite apart from the beautiful naturalness of
Miss Carlisle's performance, the play merited popular
favour, because, while some of its characters—such as
its audacious journalist and its farcical General—seem
to English taste utterly unreal, the treatment of the story
as a whole is on the lines of legitimate comedy. "A
Woman's Way" appears now to be assured of a good
run, and Miss Carlisle's impersonation—the best thing she
has ever done—will obtain the credit it deserves. There
is only one change in the cast, Miss Elaine Inescourt
now taking up the part of the skittish widow, originally
interpreted so well by Miss Marguerite Leslie.

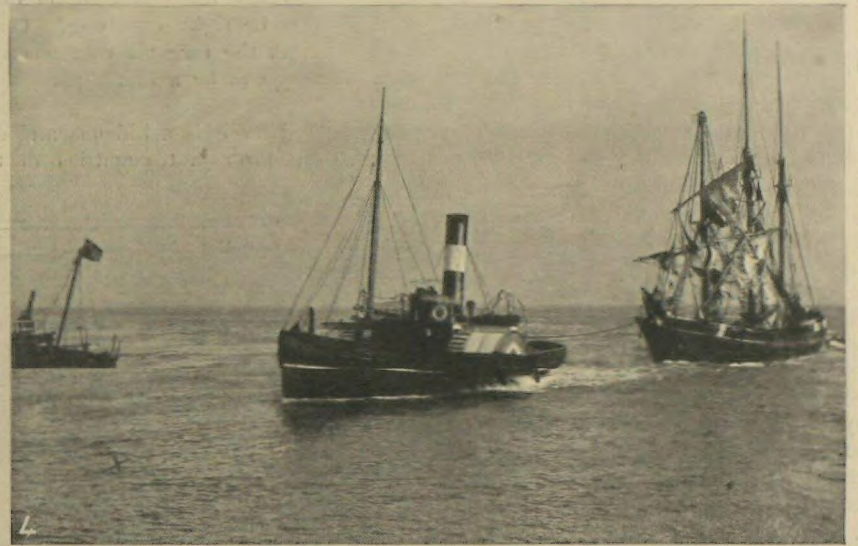
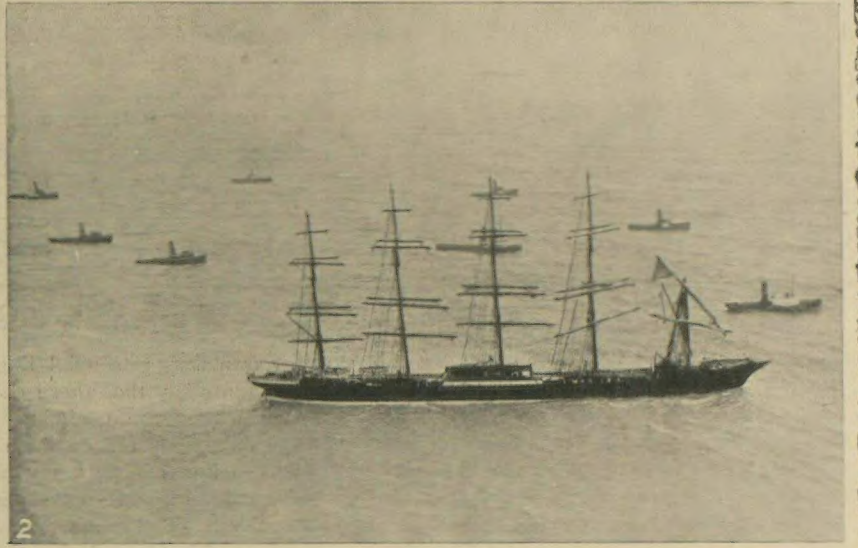
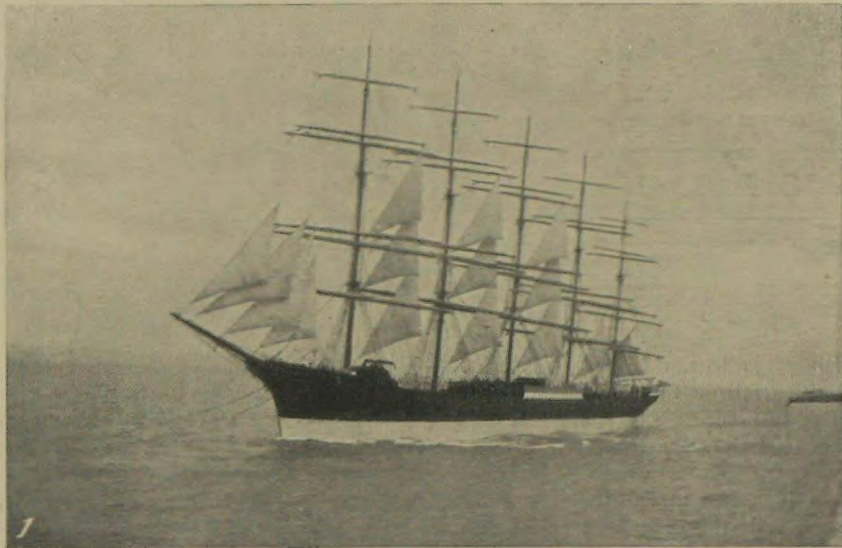
(Other Playhouse Notes on "Art and Drama" Page.)

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PLAYTHINGS OF THE WATERS: SHIPS WRECKED AT SEA.

PHOTOGRAPHS BY TOPICAL, ILLUSTRATIONS BUREAU, AND BURROUGHS.



1. THE LARGEST SAILING-SHIP IN THE WORLD AND THE ONLY FIVE-MASTED FULL-RIGGED SHIP, THE GERMAN SAILING-VESSEL "PREUSSEN."

2. SUNK SIXTY MILES OFF SCILLY ISLAND, THE BRITISH STEAMER "KURDISTAN," ALL ON BOARD OF WHICH WERE DROWNED SAVE TWO.

2. ASHORE AFTER HAVING BEEN IN COLLISION WITH THE MAIL-STEAMER "BRIGHTON": THE "PREUSSEN," WITH A NUMBER OF TUGS IN ATTENDANCE.

4. WITH SAILS TORN TO RAGS BY THE GALE, THE "COPPENNAME," OF DOVER, BEING TOWED INTO GREAT YARMOUTH HARBOUR.

5. HALF-BURIED IN THE WALL OF WATERS, THE CARDIFF STEAMER "WIMBORNE" BREAKING UP NEAR LAND'S END.

The German sailing-ship "Preussen" went ashore at Fan's Bay on Sunday, after having been in collision with the mail-steamer "Brighton." Lifeboat-men from Dover and the rocket-apparatus Coastguard crews stood by during the gale. On the following morning, twelve tugs were in attendance. All this time, the only means of safety left for the crew in case the ship should break up was the life-line fired over the rigging on the Sunday.—The "Kurdistan," from Manchester for Basra, foundered at sea, sixty miles off Scilly Island, on October 20. Of the forty-nine people or so on board only two were saved.—The Cardiff steamer "Wimborne," from Rotterdam to Barry, in ballast, went ashore at Tol-Pedn-Penwith on Monday morning. The twenty-seven people aboard the vessel were taken ashore by the rocket apparatus. When nineteen had been saved, the steamer broke in two.



By G. K. CHESTERTON.

IN a monstrously amusing work, recently published by Dr. Horton and the Rev. Joseph Hocking, the authors remark, in their unfailing humorous style, that the South American Republics are remarkable for their stagnation. There is also, of course, the secondary and unspoken inference that they are very weak and cowardly. As far as I can make out, they show their stagnation by always having rebellions; and they show their cowardice by constantly getting killed. This view, this old and innocent English view of the South American Commonwealths, is already fading away. The South American Republics are now doing the one thing that is really revered by the modern religious spirit—they are getting rich. But, according to the old denunciation of them, their crimes could be roughly divided under three heads: they were citizens of a small State, like the great Athenians and the great Florentines; they were poor, like the early Christians; and they were very fond of fighting in the street, like all great citizens of great nations, from the greatest days of ancient Rome to the greatest days of Modern France. The northern part of America is tranquil (but for a nigger roasted here and there), but it is tranquil not because there is no tyranny, but because there is no rebellion. It is possible that many good Presidents have been shamefully shot in South American Republics. But it is equally obvious that many eminent financiers have been shamefully and indefensibly left unshot in the North American Republic. In small democracies, it may be that suspicion rises too swiftly, that scandal is too riotous and reckless, as it is in any free village. We may admit that there may be too much mistrust in Nicaragua. But few will deny that there is too much Trust in New York. According to the ordinary human, healthy, heathen, common sense of things, the case of North America is infinitely more awful: streets full of men dead is not so frightful a vision as one of the millionaires mildly alive. Doubtless the South Americans must be asked in judgment for the lives of the men they have slaughtered; and even the North Americans will have a good many black and red men to answer for. But when the North Americans are asked about the men they have not slaughtered, I wonder what excuse they will have to offer.

It is interesting, and even refreshing, to observe that modern Europe seems to be following South America rather than North America. We have simple and rapid revolution in Portugal as in Peru. We do not have dreary, doubtful, and corrupt evolution, as in New York or Philadelphia. The difference between the two types of civilisation is really quite simple. Among the Latin peoples the principles remain roughly the same, while the system perpetually alters. Among Anglo-Saxon peoples the system remains the same, while the principles constantly alter, and sometimes do not exist. I hasten to add that there are no such people as Latins, and no such people as Anglo-Saxons. Delicately considered, I think, it does not affect the argument. There is a society that tolerates Mr. Rockefeller when he is manically rich; there is another society that might have shot him even when he was moderately poor. He might have been made a Peer in England. He might have been made a corpse in Ireland. That is the fundamental difference of the two societies; and no argument about details can ever alter it. These bursts of revolt in the Southern countries are explained in various ways by various Englishmen, by

their own very provincial English prejudices. English Protestants say that these calamities fall on the Latins because they are Catholic. English Tories say that these calamities fall on them because they are Republicans. For my part, my principal doubt is whether these calamities are calamities. It seems to me that the South of Europe has preserved the one quite precious thing—revolution made easy. The revolution may be right or wrong. On many essential points I think the recent revolutions wrong. But right or wrong they can be achieved; as they can in South America.

Now it is a hideous and depressing fact that in all the Protestant countries of the North, revolution has

peter out; as did the recent riot in Berlin; as did the much milder manifestation in Trafalgar Square. Protestantism has really this permanent boast: that the tyrannies established by Protestantism endure. The English landed aristocracy (created by the pillage of the monasteries) has endured. The Prussian despotism (created by the war against Catholicism) has endured. If a strong State means a State in which revolutions cannot happen, then England and Prussia are strong States. But if there is a place where a revolution cannot occur, I am still inclined to go back to my old question. I am inclined to ask whether it is because there are no men so bad as to be oppressors, or whether (perhaps) it is because there are no men so good as to be mutineers.

When I read of a revolution such as that of Portugal, I sigh and say to myself, "O that I lived in some such stagnant country!" I wish it were possible to give such prompt and natural effect to any public wish, even if it were a bad wish. For if you can knock down a good system and set up a bad one (as, in one sense, they are certainly doing in Portugal), the converse is also true. When the people find out that it is a bad system, they can knock that down too, and put back the good system. The whole self-adaptation and flexibility of the State permits of such returns. But we in England cannot, apparently, undo any of our mistakes; not even any of those enormous and now obvious mistakes which we made in the sixteenth century. So, on the whole, I am for following the fashion of the South American Republics. I am for having a revolution (a mild revolution) about once every six months. But I am afraid we shall not succeed in having one; because some strange doctrine against such things sits upon us like a nightmare.

We have the main fact established. Apparently Southern nations revolt, and Northern nations do not. The only problem is: what is the reason? Is it because there are no real tyrannies in Glasgow and Chicago? Or is it because there are no real liberties there? Is it because the yokel in the Essex flats has reached the highest stature and fullest fruition of humanity? Is it because the clerk in Cheapside has all his heart's desire? Or is it because (as I sometimes fancy) they have been so stunted in their stature and so starved in their desire that they cannot remember their rights, and so cannot resent their wrongs? Are we really above riots—or below them?

In this connection the incident in Portugal may be counted a striking one. The English newspapers as a whole, of course, could not give any human being the faintest notion of what it was all about. The ancient cynic said that

speaking exists to conceal the thoughts. That was a suggestive paradox. But there is no paradox in saying that printing exists to conceal the facts. That is a now tiresome truism. In one English paper, however, I did really read an intelligent account of what the Portuguese disliked and what they rebelled against. In this journal it was gravely and convincingly explained that the Portuguese had rebelled against a thing called "The Rotation." This infamous system (it appears) consisted in one party coming into power for a time, getting State payments with the tacit permission of the other party. This is indeed an awful condition. Let us hope England will never come to it.



Photo, Elliott and Fry.

THREE-SCORE YEARS AND TEN: LORD ROTHSCHILD, WHO KEPT HIS SEVENTIETH BIRTHDAY LAST TUESDAY.

On Tuesday last Lord Rothschild, the head of the world-famous family of financiers, attained the age which, according to King David, is the average limit of human life. It is to be hoped, however, that Lord Rothschild will exceed the average by many years, without those drawbacks which the Psalmist associated with the age of eighty. In these days of youthful old men, "labour and sorrow" are not inevitable accompaniments of four-score years, or even greater ages. Lord Rothschild was born in Piccadilly on Nov. 8, 1840. He succeeded his father (the late Baron Lionel Nathan de Rothschild) as a Baron of the Austrian Empire in 1879, and was himself created a Baron of the United Kingdom in 1885.

become impossible. You cannot (apparently) rebel against the landed aristocracy of England or the military machine of Prussia. English aristocracy and Prussian bureaucracy both govern by a sort of spell or charm; my patriotism leads me to add that the Prussian spell is the spell of fear; the English is partly the spell of love. Englishmen love a gentleman; Prussians only dread an official.

But whatever it is, the spell is hypnotic and complete. Revolutions do not come to a natural and swift completion, as they do in South Europe and South America. All riots in England and in Germany

THE SERIOUS RIOTING IN WALES: SCENES OF THE GREAT COLLIERY STRIKE.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU; AND BY G.P.U.



1. REINFORCED BY POLICE FROM LONDON: MOUNTED POLICE IN TONY-PANDY.
3. SURFACE-WORKERS PROTECTED BY POLICE: MEN IN THE STOKEHOLE OF THE GLAMORGAN MINE.
5. A COMPARATIVELY PEACEFUL DEMONSTRATION: A CROWD GATHERED AT THE MOUTH OF A PIT.

2. PROTECTING THE ENTRANCE TO THE GLAMORGAN COLLIERY: POLICE ON GUARD AT A SCENE OF MUCH RIOTING.
4. UNABLE TO LEAVE THE PIT OWING TO THE STRIKERS: WORKERS IN THE STOKEHOLE AT THE GLAMORGAN MINE.
6. AT THE CLYDACH VALE PIT: MR. LLEWELLYN HELPING TO SEND FOOD TO THE MEN IMPRISONED IN THE PIT.

The riotous conduct of the strikers was such that, early in the week, the Chief Constable of Glamorganshire requested the local military authorities to send 200 cavalry and two companies of infantry to assist in keeping order in the Cambrian Collieries. Instead, the Home Secretary decided to send 70 mounted men and 200 foot constables of the Metropolitan Police, and in the meanwhile arranged that the infantry asked for should be detained at Swindon and the cavalry at Cardiff. Fear of further disturbances, however, caused another move to be made by both cavalry and infantry. Great efforts were made to keep boiler-fires alight and engines going. In some cases, the efforts were successful; in other cases, the engines were stopped and the boiler-fires put out, thus closing down the mines, stopping the ventilating-fans, and causing foul air and water to accumulate. In the Cambrian pit alone were over 200 pit ponies, which, in the absence of ventilation, must perish.



Photo. Haines.
VISCOUNT MORLEY, O.M.,
The New President of the Council.

Secretaryship, vacated by Lord Crewe, was given to Mr. Lewis Harcourt, who has hitherto been First Commissioner of Works.

Lord Morley was declared by the King in Council to be Lord President of the Council in place of Earl Beauchamp, who was subsequently sworn as First Commissioner of Works. Lord Morley's retirement, owing to advancing years, from the arduous duties of the Indian Secretaryship, has caused many expressions of regret, both here and in India, where his tenure of the office is regarded as one of the most memorable in its history.

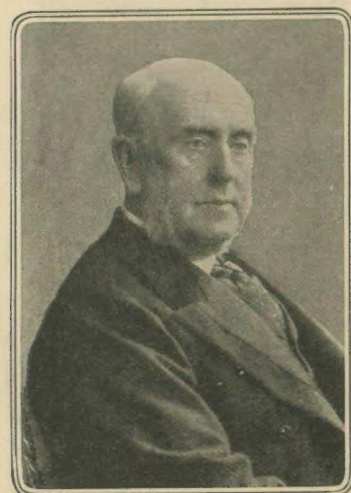


Photo. Lafayette.
SIR ARCHIBALD GEIKIE,
Nominated for Re-election as President of
the Royal Society.

Mr. Lewis Harcourt, who is M.P. for the Rossendale Division of Lancashire, has been First Commissioner of Works since 1905. He is the eldest surviving son of the late Sir William Harcourt. His term of office as Colonial Secretary will perhaps see a change in the functions of that post, which, it is suggested, should be restricted to the Crown Colonies, while the independent Dominions should deal directly with the Premier in their relations with the Mother Country.

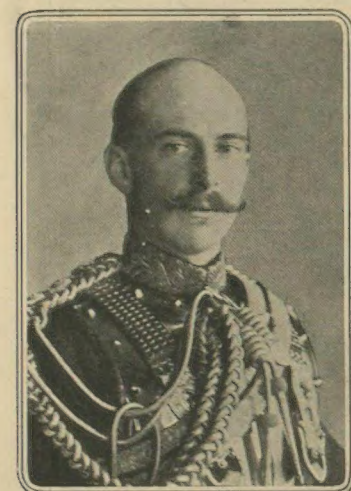


Photo. Russell.
THE DUKE OF TECK,
Who Succeeds his Brother, the late Prince
Francis, as Chairman of the Royal Auto-
mobile Club.

1891. At twenty-three he became Mayor of Worcester, and he was only twenty-seven when he was appointed Governor of New South Wales. In 1905 he became Captain of the Gentlemen-at-Arms, and two years later Lord Steward of the Household to King Edward.

PORTRAITS AND WORLD'S NEWS.

AT the Privy Council held by the King at Marlborough House, last Monday, the new Ministers attended to resign the seals of their former offices and receive those of the new ones to which they have been appointed. Lord Morley gave up the seal of Secretary for India, which was bestowed on the Earl of Crewe, while the seal of the Colonial

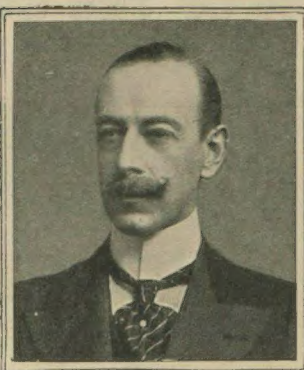


Photo. Lafayette.
THE RIGHT HON. LEWIS
HARCOURT, M.P.,
The New Colonial Secretary.

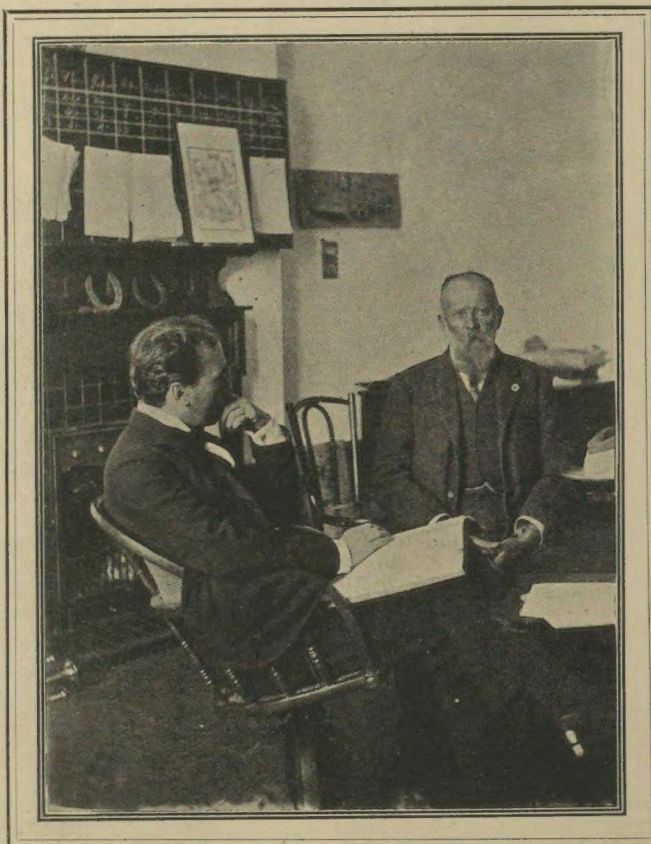


Photo. Bevesford.
EARL BEAUCHAMP, K.C.M.G.,
The New First Commissioner
of Works.



Photo. Webster Bros.
CAPTAIN A. WILFRED WHITE,
Wounded in a Fight with Afghans.

Our photograph of Mr. Frank Lascelles, the well-known organiser of pageants, discussing details of the South African Pageant with ex-President Reitz, is interesting as being one of the



BEHIND THE SCENES OF THE SOUTH AFRICAN PAGEANT:
MR. FRANK LASCELLES (THE PAGEANT-MASTER) DISCUSSING
DETAILS WITH EX-PRESIDENT REITZ.

first photographs to reach this country in connection with that event. The first section of the South African Pageant was given at Cape Town on Saturday, Oct. 29, and the second section on Oct. 31, the day of the arrival of the Duke of Connaught. The performances, which consisted of dramatic episodes in the history of South Africa, were an immense success. There were some five thousand performers, and the cost was about £30,000. Mr. Lascelles organised the Tercentenary Pageant in Quebec two years ago, and he has in hand the London

Pageant for the Festival of Empire next year. He also organised the pageants held at Oxford in 1907 and at Bath last year.

Mr. Lascelles certainly deserves the title which he received when, after the Quebec Pageant, he was elected a chief of the Iroquois—Tehonikona, "the man of infinite resource." Ex-President Reitz is a prominent South African. He was elected President of the Orange Free State in 1888, and succeeded Dr. Leyds as State Secretary. Born in Cape Colony in 1845, he was educated there and at Edinburgh University, and was called to the English Bar in 1868. He practised at the Cape till he was appointed Chief Justice of the Orange Free State.

News came through the Admiralty a few days ago that, in connection with the operations against the traffic in arms in the Persian Gulf, a landing-party from the cruiser H.M.S. *Proserpine* was attacked by Afghans on Nov. 2 at a place called Bris, near Chahbar, in Southern Persia. The captain of the *Proserpine*, Commander Herbert Marshall, and Captain White, of the Indian Army, were wounded in the fighting, but not dangerously. Both were reported to be doing well.

There was something pathetically appropriate in the fact that Sir Clifton Robinson was riding in a tramcar when he had his fatal seizure, for no man has done more to develop tramways than he did both in this country and in America. He died in New York, whence he had intended to sail for England next week. Sir Clifton Robinson, who was known as "The Tramway King," resigned a few months ago his position as Managing Director of the London United Tramways, which he had held for about sixteen years. He established tramway systems at many different places, including Birkenhead, Bristol, Dublin, Middlesbrough, Stockton, and Los Angeles.

Sir Harry Rawson entered the Navy in 1857, when just over thirteen, and was at once ordered to China, where he saw active service. In 1870-71 he was Lieutenant on the Royal Yacht. In the Egyptian War of 1882 he was Principal Transport Officer. In 1895 he became Commander-in-Chief at the Cape. The next year he bombarded the Sultan's palace at Zanzibar, and in 1897 commanded



Photo. London Stereoscopic Co.
THE EARL OF CREWE, K.G.,
The New Secretary of State for India.

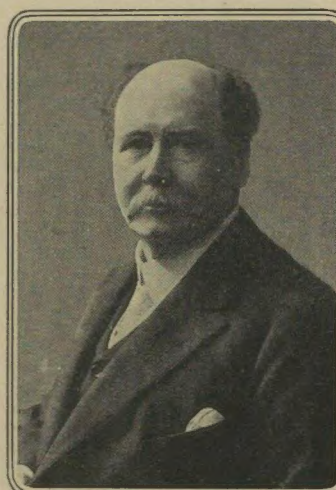


Photo. Vandyk.
THE LATE SIR CLIFTON ROBINSON,
The Famous Pioneer of Electric
Tramways.

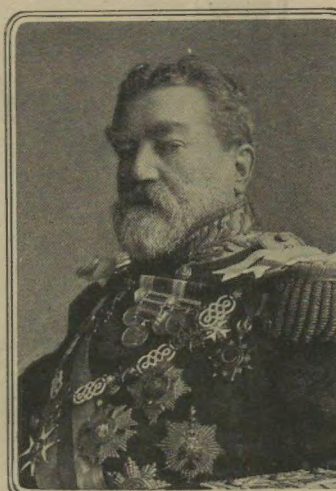


Photo. Swaine.
THE LATE ADMIRAL SIR HARRY
RAWSON,
Formerly Governor of New South Wales.



Photo. Illus. Bureau.
MISS CHATTERIS,
Who was with her Sister, Mrs. Langridge,
on the Lost Liner "Kurdistan."



Photo. Illus. Bureau.
MRS. LANGRIDGE,
One of the Passengers on Board the
Foundered Liner "Kurdistan."

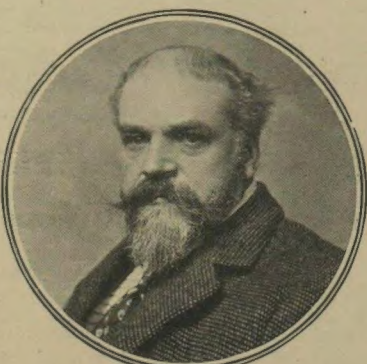


Photo. Mills.
THE LATE MR. R. W. MACBETH, R.A.,
The Eminent Scottish Painter
and Etcher.



Photo. Lafayette.
MRS. CHARLES LEES,
The First Woman to be Nominated
Mayor of Oldham.



Photo. Jackson.
MISS P. MORGAN,
The First Woman to be Nominated
Mayor of Brecon.

(Continued overleaf)

FROM THE WORLD'S SCRAP - BOOK.

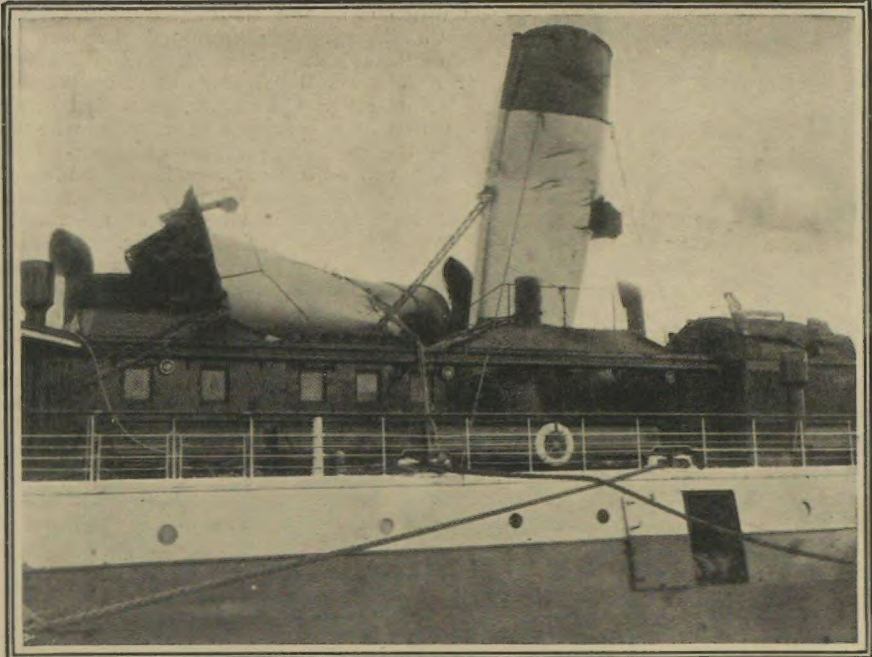


Photo. Illus. Bureau.

WITH ONE FUNNEL FALLEN AND ANOTHER KNOCKED DOWN: THE MAIL-STEAMER "BRIGHTON" AFTER SHE HAD BEEN IN COLLISION WITH THE "PREUSSEN," THE LARGEST SAILING-VESSEL IN THE WORLD.

It will be noted that very considerable damage was done to the "Brighton," that, for instance, one funnel was laid low, and the other much battered. This, of course, was by no means the only harm wrought, as the companion photograph to this bears very striking witness.

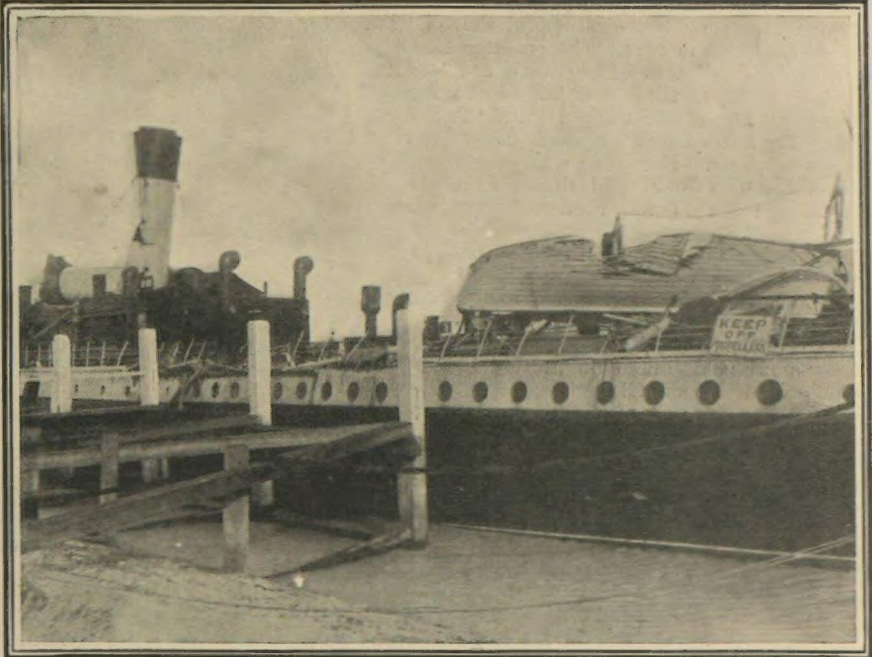


Photo. Illus. Bureau.

AFTER HAVING BEEN IN COLLISION WITH THE LARGEST SAILING-VESSEL IN THE WORLD: THE MAIL-STEAMER "BRIGHTON," SHOWING DAMAGE DONE TO ONE OF HER BOATS AND TO THE VESSEL HERSELF.

The collision between the mail-steamer "Brighton," and the five-masted German sailing-ship "Preussen" caused the "Preussen" to go ashore at Fan's Bay. That the German vessel did not alone suffer from the force of the impact is made very evident by this photograph.



Photo. Taylor.

AN ARCHWAY OF CLIFFORD'S INN.

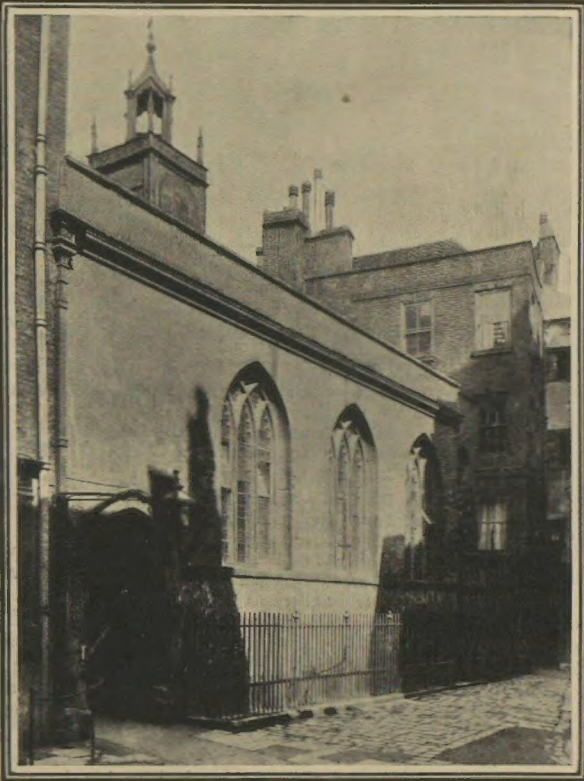


Photo. Taylor.

THE HALL OF CLIFFORD'S INN.



Photo. L.N.A.

IN CLIFFORD'S INN.

TO PROVIDE A PERMANENT HOME FOR THE SOCIETY OF KNIGHTS BACHELOR: CLIFFORD'S INN.

Thanks to the generosity of Sir Henry Pellatt, who, it will be remembered, brought the Queen's Canadians to this country at his own expense, the Society of Knights Bachelor has been able to conclude the purchase of the freehold of Clifford's Inn, which will be its permanent residence. Sir Henry is to give £500 a year.

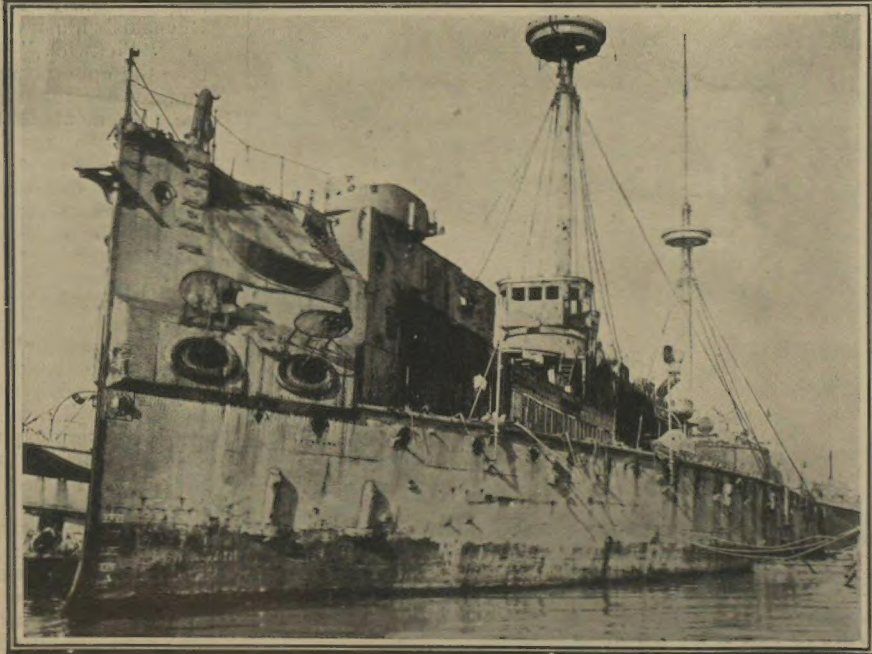


Photo. Cribb.

FIRED AT BY THE GUNS WHICH IT IS CLAIMED NO ARMOUR CAN WITHSTAND AT A RANGE OF SIX MILES: THE WAR-SHIP "EDINBURGH," WHICH HAS BEEN A TARGET FOR 13½'S. The "Edinburgh" has just been used as a target for the new 13½ British guns, which, it has been claimed, no armour yet made can withstand at a range of six miles. The vessel, which is, of course, obsolete, is here shown at Portsmouth waiting to be towed to London, there to end its career by being broken up.



Photo. Nello Sgarbi.

SHAKESPEARE HONOURED IN THE CITY THAT SHOWS THE "TOMB OF JULIET": THE MONUMENT TO SHAKESPEARE WHICH HAS BEEN INAUGURATED IN VERONA. It was only appropriate that Verona should have a monument to Shakespeare, for did not Shakespeare lay the scene of "Romeo and Juliet" in "Fair Verona," and does not that city show "Juliet's Tomb" to the tourist? Did he not also write "The Two Gentlemen of Verona"? On the pedestal of the bust are reliefs showing Juliet and other Shakespeare heroines.

the Benin Expedition. In 1902 he was appointed Governor of New South Wales, and so popular was he that his term of office was extended to 1907.

Mr. Robert Macbeth was best known for his pictures of the Fen Country and for his etchings. He was born in Glasgow in 1848, studied art in the Royal Scottish Academy Schools at Edinburgh, and came to London in 1871. His "Sedge-Cutting in Wicken Fen" was exhibited at the Royal Academy in 1879. Other well-known canvases of his are "The Harvest Moon" and "A Fen Lode," the latter being generally considered his masterpiece. He made many etchings, both of his own works and those of artists like George Mason and Frederick Walker.

Emulating the example of Dr. Elizabeth Garrett Anderson at Aldeburgh, two other ladies have been nominated to the dignity of Mayor—Mrs. Charles E. Lees, at Oldham, and Miss P. Morgan, at Brecon. Mrs. Lees has for many years taken an active part in the municipal affairs of Oldham, and has been a generous benefactress of the town. She founded the Beautiful Oldham Society, which has done much to improve the town's appearance, and has taken much interest in education. Mrs. Lees is the only possessor of the Freedom of Oldham, and was the first woman in Lancashire to be elected to a Town Council. She is President of the National Union of Women



A THOUSAND YEARS OLD OR SO: THE FAMOUS OAK-TREE IN HAMPTON COURT PARK, WHOSE TRUNK MEASURES ABOUT 45 FEET ROUND.

Special care is being taken to preserve the famous oak-tree in Hampton Court Park. This, which is close to the south side of the Long Water, is claimed to be about one thousand years old. Its trunk is about 45 feet wide, and, being hollow, can afford standing room for about a dozen people. The tree has had several narrow escapes from destruction. For instance, some while ago, a quantity of dried grass and paper was placed inside the trunk and set alight.

Archibald who was Edinburgh one of the distinguished geologists. few honours particular science has not he has numerous treatises logical From 1882 was Director of the Survey, tor of the Practical



TO MARK THE DICKENS CENTENARY, AND TO BE SOLD THAT CERTAIN OF DICKENS'S DESCENDANTS MAY BENEFIT MATERIALLY: THE DICKENS TESTIMONIAL STAMP.

Much is due to others of the Francis of the public which they under carry on, ent causes he was so keenly interested. First Prince Alexander of Teck accepted the Chairmanship of the Middlesex Hospital, and now the Duke of Teck, the Queen's eldest brother, has consented to preside over the Royal Automobile Club. The Duke of Teck is a Major in the 1st Life Guards, and, like his brothers, served in the South African War. Born in 1868, he was

With the idea that certain of Dickens's descendants may benefit, hundreds of thousands of these stamps are to be put on the market in the hope that as many people will buy them and stick them into their copies of Dickens. Each will be sold for a penny.

Geikie, born at in 1835, is most dis- of living There are open in his branch of that he won, and written books and on geo-subjects. to 1901 he tor-General Geological and Direc- Museum of Geology.

gratitude the bro- late Prince Teck for spirit with h a v e taken to the differ- in which

Our Coloured Supplement.

It may be taken as a sign of the catholicity of the appeal which *The Illustrated London News* makes to its readers that, while last week we gave them as a Supplement an expert account of a highly modern phenomenon—the Motor Exhibition at Olympia—this week we present them with a subject which is as old as humanity—the subject of Childhood, as represented by an English Master. Our reproduction, in colour, of Sir Thomas Lawrence's famous painting, "Nature," will, we trust, not only be appreciated as a specimen of what can be done by the modern processes of colour-printing, but will also form a welcome addition to the domestic art gallery in thousands of British homes in all parts of the world to which this paper finds its way. Sir Thomas Lawrence, one of the most famous portrait-painters of his day, was born at Bristol in 1769. He was only twenty-two when he was elected a Supplemental Associate of the Royal Academy, and on the death of Sir Joshua Reynolds in 1792 he became Painter in Ordinary to King George III. From 1787 to his death in 1830 he contributed 311 pictures to the Royal Academy. He was knighted in 1815, and in 1820 became President of the Royal Academy. Sir Thomas Lawrence was largely instrumental in the formation of the National Gallery, which began in 1824.



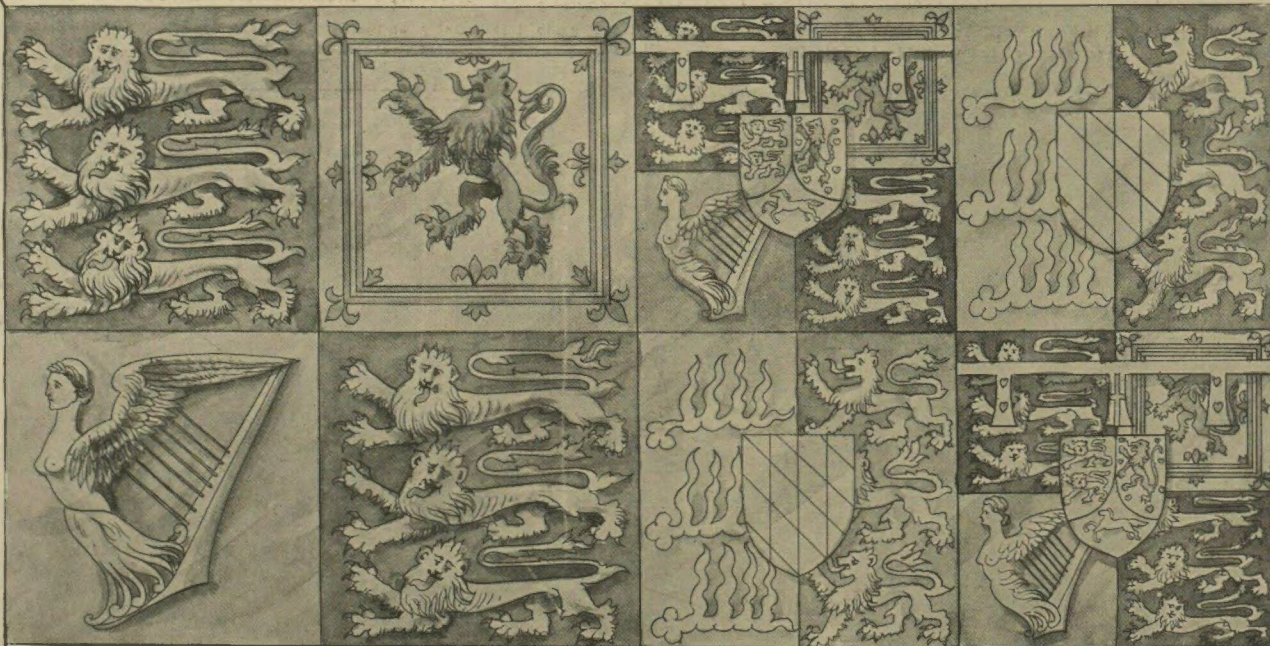
Photo. G.P.U.

ON THE WAY TO THE COUNTRY OF HIS GREATEST ACHIEVEMENTS: LORD KITCHENER ARRIVING AT CALAIS EN ROUTE FOR EGYPT.

Lord Kitchener left England for Egypt at the end of last week. The great Field-Marshal is not only famous as a soldier and organiser, but, as was pointed out the other day, is by way of being town-planner and sanitary engineer. In the last-named capacities he designed Khartoum; and, to quote Major Stanton, "he hit on principles of municipal ownership which anticipated Mr. Burns's town-planning Act, and devised a system of radiating streets which has the approval of the latest school."

Workers. Miss Morgan, who has been nominated to the Mayoralty of Brecon, will be the first woman in Wales to hold such office.

It was a terrible story of the sea that was told by the two survivors of the British steamer *Kurdistan*, who were picked up by a German boat and landed at Teneriffe. They reported that the *Kurdistan* capsized on October 20, about sixty miles off Scilly Island, on her way from Manchester to Basra, via Marseilles and Suez. Of those on board forty-seven out of forty-nine were drowned, including two lady passengers, whose portraits we give, Mrs. Langridge and her sister, Miss Chatteris. Mrs. Langridge was the wife of Messrs. David Sassoon's agent at Bagdad.



SPECIALLY DESIGNED FOR THE QUEEN: HER MAJESTY'S OWN FLAG.

The design for Queen Mary's flag was prepared at the College of Arms and duly approved by the King. The Queen's arms are impaled with those of the King. Her Majesty's arms, which were granted to her when she was Princess of Wales, are those of her mother, the Duchess of Teck, quarterly with those of her father, the Duke of Teck. The arms of the Duchess are in the first quarter, she being a member of the Royal House, and differ from those of the present Sovereign in that they include the escutcheon of Hanover.

educated at Wellington College and at Sandhurst. From 1904 to 1909 he was Military Attaché at Vienna. He married, in 1894, Lady Margaret Grosvenor, daughter of the first Duke of Westminster.

at the price of one penny, of a special Dickens stamp, which it is suggested that all lovers of his books should affix in each volume of his works that they possess. The stamps will shortly be on sale at all booksellers.



Photo. Chesterfield.

LOST FOR DAYS: MESSRS. POST AND HAWLEY, WHO CREATED A NEW BALLOON RECORD BY COVERING 1350 MILES.

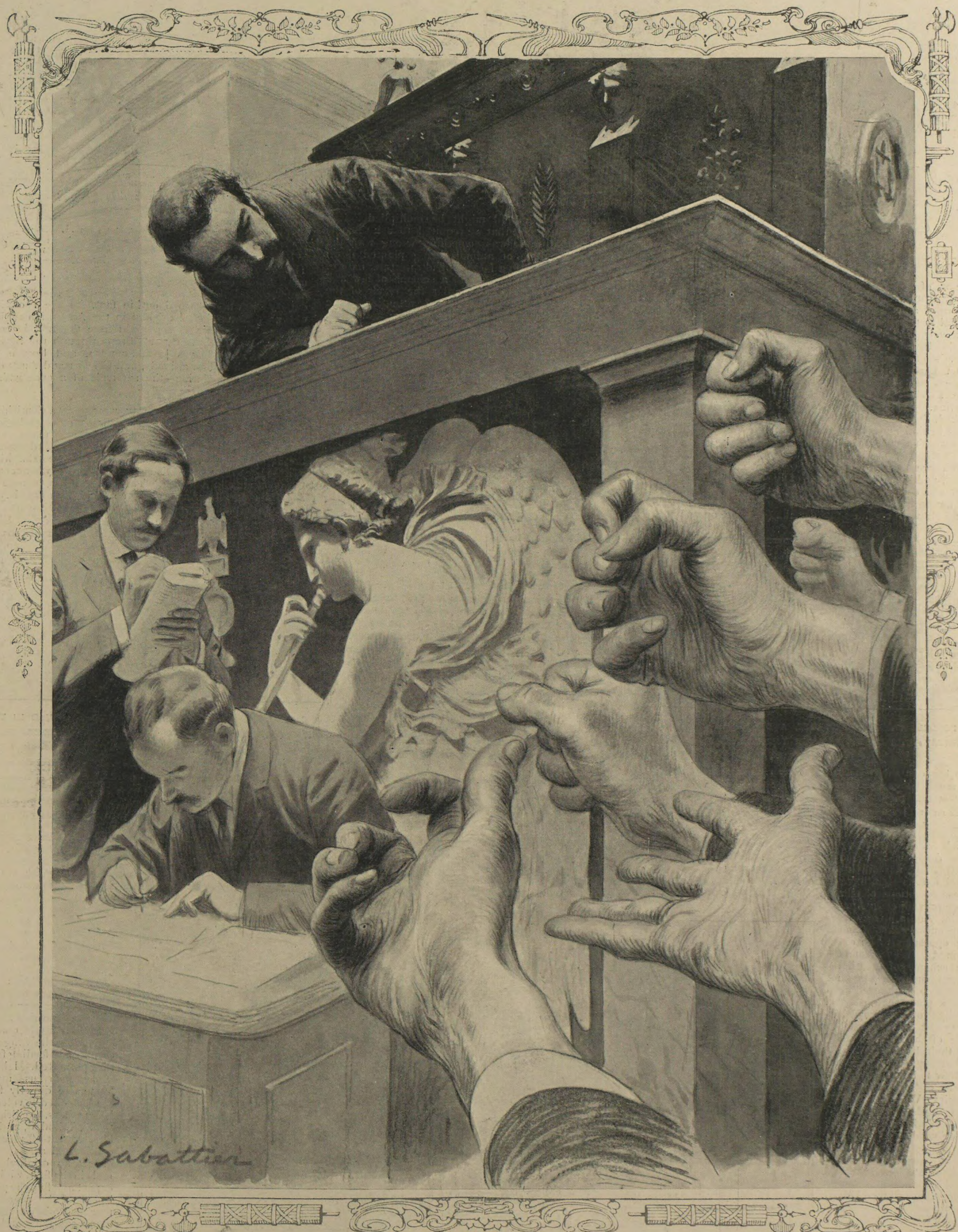
The "America II," with Mr. Augustus Post and Mr. Alan Hawley in the car, started in the Gordon Bennett balloon race, leaving St. Louis on October 19. Nothing more was heard of the aeronauts until the evening of the 26th, when a telegram came to say that they had landed, were well, and were returning. Search-parties had been at work for some days, and considerable anxiety had been felt by the missing men's many friends. It appears that the balloon covered 1350 miles, that a landing was made on October 22, and that it was four days before the aeronauts could reach civilisation.

The Dickens Centenary Stamp.

In connection with our reproduction on another page of Mr. Frank Reynolds's illustrations to "Pickwick," we take the opportunity to remind our readers of the movement that is on foot to raise a Dickens Testimonial Fund, for the benefit of his descendants, in view of the approaching centenary of his birth. Owing to the existing state of the copyright law, thousands of pounds have been made out of reprints of Dickens's works, of which the copyright has expired, without bringing in a penny to his family. This, of course, bears hardly on every writer, but especially in the case of one whose popularity long survives him. The scheme, which has been organised by the *Strand Magazine*, consists in the issue,

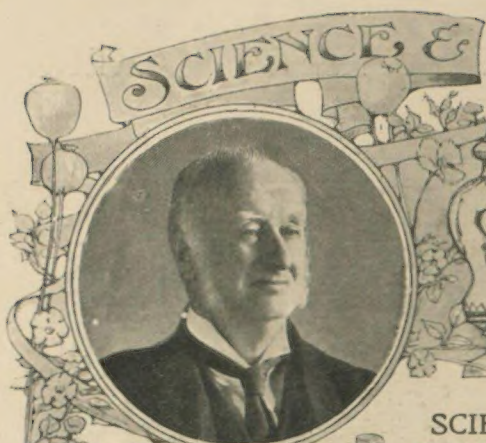
UNCONVENTIONAL PORTRAITS: No. XVI.—THE "MILITARY BLACKLEG" MAKER.

DRAWN BY L. SABATTIER.



A STRONG MAN OF FRANCE: M. BRIAND, THE FRENCH PRIME MINISTER, WHO IS MUCH MENACED BY THE EXTREME LEFT.

It will be remembered that, during the recent great railway strike, M. Briand, with considerable courage, called to military service a large proportion of the strikers, so making "military blacklegs" of them and ensuring their obedience when ordered on railway duty. Needless to say, this action was not in accordance with the views of the Extreme Left, and it, and other points of difference, led to the resignation of the Cabinet the other day. On the occasion of the great speech in which he said, "I am going to tell you something which will make you jump," and then proceeded to remark that if the Government had found it necessary to resort to illegality that it might remain master of the French frontiers and railways, it would have done so, the attempts to howl him down were such that he spoke practically to the shorthand writers, well knowing that thus his speech, if not heard, would be read. Immediately after the resignation of the Cabinet, M. Briand was entrusted with the formation of a new Ministry.



SIR CLEMENTS MARKHAM,
whose new book "The Incas
of Peru," has been published
by Messrs. Smith, Elder, and Co.

Sir Clements Markham began his career in the Navy. He travelled in Peru from 1852 to 1854. He has written many books.

Photograph by Lafayette.

scheme of the distribution of animal life which was plainly discernible on the world's surface. The geography of animals and plants was accepted as a kind of final fact beyond which it was held as useless to travel for any explanation. No doubt the doctrine of special creation largely affected this attitude towards the topic of life's often apparently erratic disposition over the globe. Animals were found in the places in which they were created—this was a kind of dictum with which naturalists of old settled all matters relating to distribution. But, unfortunately, as has well been remarked, the human mind illustrates a perennial tendency to get behind mere facts, and to search for an explanation which shall explain them. Accordingly when the theory of evolution was accepted as a working hypothesis, the chance arrived for a review of what distribution meant, and how the allotments of life came to be regulated and devised. It was no longer sufficient to say that kangaroos and all other marsupials or "pouched" mammals were confined to Australia (save the opossums,

SCIENCE JOTTINGS.

THE DISPERSION OF ANIMALS.

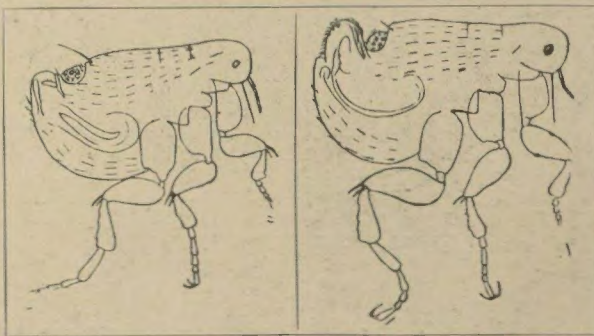
IN the days of the childhood of science there was no questioning regarding the causes which led to the



APOTHECARY'S SHOP
XVIIth CENT.

members of this curious and ancient family of quadrupeds found elsewhere?

Questions of this kind might be multiplied indefinitely, but the mere fact that we required to ask them is itself a proof that there was something wrong with the old and simple notion of animals being planted down anyhow and anywhere in a fashion of ultra-erratic nature. Opposed to this notion is that of a scheme of law and order; law which directs, and order the result of the law's operation. Biologists turned their attention to the subject, and the researches of Sclater, Wallace, and others



UNDOUBTEDLY A CARRIER OF
PLAGUE: THE RAT-FLEA
(PULEX CHEOPIS).

NOT A CARRIER OF PLAGUE:
THE HUMAN FLEA (PULEX
IRRITANS).

The Director of the Bombay Bacteriological Laboratory, describing experiments made to see whether the flea is the real transmitter of plague from rat to rat and man to man, writes: "In the early days of this investigation . . . it was frequently pointed out that no one took plague in hospital, though plenty of fleas were to be found there. This seemed fatal to the flea-hypothesis, till it was shown that the flea found in hospital was not the rat-flea, but one which is never found on rats. It was manifestly impossible, therefore, that these human fleas could become infected from the plague-rats. On the other hand, it may be asked, 'if human fleas are not found on rats, are rat-fleas ever discovered on men?' As the investigation proceeded, it was discovered that though the natural host of the rat-flea is the rat, yet, in the absence of rats, the rat-flea will resort to other animals, and even man himself, for shelter and food. The absence of rats may be brought about by death from plague. It is a well-known fact that rats dead from plague are dangerous to man shortly after death, but not when cold some hours afterwards. Why? Because the fleas remain on the body only as long as heat remains, and desert it when it is cold."

evolved a comprehensive explanation of the apparent eccentricities of distribution. Two leading principles explain things. These are geological change, having reference to alterations in the extent of land and sea; and biological change, having reference to variation, and

were found far afiel from their present area of distribution. What are we to think of the discovery of marsupial remains outside Australia—in Europe, to wit? This fact shows

us that once upon a time the ancestors of the kangaroos and their relatives had a very wide range. They were cut off elsewhere—wiped out, in fact, by the evolution of higher forms—but flourished in the Australian region because that area was separated from the Asiatic continent at Wallace's Line, which runs through the Straits of Lanbok, and leaves Java, Sumatra, and Borneo on one side with Indian animals, and Celebes and Australia with another population—the survivors of a once widely spread race.

The lemurs, in the same way, were once a flourishing race. Madagascar, cut off from Africa—geological change—gave the lemurs a final abiding place, and those now found in India are, like their Madagascar brethren, the survivors of a family at one time inhabiting a large area of the world's surface. So also we account for opossums in America. They never were tenants of Australia at all. Among all the Australian fossils, no opossum remains appear. But we get these fossils in

DR. ALBRECHT KOSSEL,
Professor at Heidelberg University,
who has just been awarded the
Nobel Prize for Medicine.

Dr. Kossel received his prize especially for discoveries concerning cellular tissue. He was born at Rostow in 1853.

Photograph by Underwood and Underwood.



A POSSIBLE CARRIER OF PLAGUE, AND COMMON IN THIS COUNTRY: THE BROWN RAT (OR THE GREY, NORWEGIAN, OR HANOVERIAN).

The brown rat arrived in this country from the Continent. It lives in sewers and underground cellars. Its size is about eight inches, without tail. Its tail is 90 per cent. shorter than its body. The black rat's tail is 125 per cent. longer than its body. In company with the black rat and the mole rat, it is found in India.

which occur in America) because they were there created. This view explained nothing of their curious distribution, nor did it profess to show why marsupials could not as well have been found in other countries where conditions of climate, food, etc., were similar to those prevailing in Australia. Again, there was that curious fact about the opossums to be explained. Why should the scheme of creation evince such an erratic mode of proceeding as to place one small family of marsupials away at the opposite side of the world from all their kith and kin? Other questions also followed hard on the heels of the opossum queries. Why are humming-birds limited to the New World? Why are there no deer in Africa, but plenty of antelopes, while the latter are scarce elsewhere? Why do the animals of Europe extend across the Mediterranean Sea, so that a slice of Africa north of the desert is, zoologically, the same as Europe, while south of the desert a new and different African fauna is found? Why are the sloths limited to South America, and why are the monkeys of the Old World of a quite different type from those of the new? Why is Madagascar the great home of the lemurs, and why are a few straggling



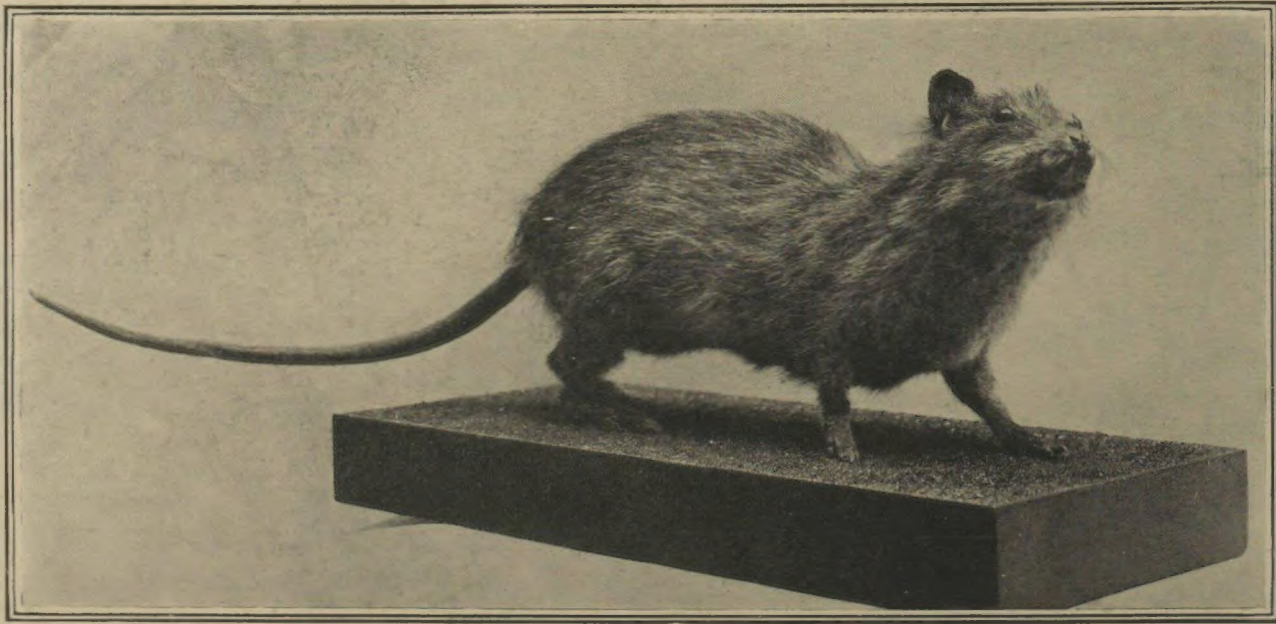
A CARRIER OF PLAGUE IN INDIA, AND TO BE FOUND IN THIS COUNTRY, DESPITE BELIEF TO THE CONTRARY: THE BLACK, OR ALEXANDRINE RAT (MUS RATTUS).

The old English Black Rat is common in India. It was the rat of this country when plague prevailed here. It has been claimed that we are now rid of it, the brown rat having driven it away. This, says Sir E. Ray Lankester, is not the case; it is to be found even in London, and in many localities it is common. It lives in the house, with man. Its size is about six inches, without tail.

Europe and in North America, and this shows us that they were once widespread in the north, that they got to America through Asia by existing land surface in the far north when the climate was favourable, that they went south in the New World, and, as conditions became

more favourable, travelled northwards again to where we find them today. Then came questions of how animals and plants can disperse themselves, some by flight (insects and birds and bats), others on their eggs (reptiles, etc.) carried on drift-wood to new areas, and others, again, quickly extending the range as climate and feeding facilities permitted. Islands also teach us much. Some rise directly from the sea—volcanic isles; others, like Britain, Sicily, Trinidad, and the like, are cut-off pieces of continental areas. We expect no original animals in the first, while we expect and find the population of the second to present close resemblances to the mainland. This is why Britain is like Europe and Trinidad like South America as regards its population. There has been no time yet for variation to operate. Given time, and Trinidad may become as different, as regards its life, as are the other West Indian islands or as Madagascar differs from Africa.

ANDREW WILSON.



PROBABLY THE ONE MOST CONCERNED IN THE DISSEMINATION OF PLAGUE: THE MOLE RAT (NESOKIA BENGALENSIS).

Sir E. Ray Lankester is of the opinion that the mole rat is the rat most concerned in the dissemination of plague in India. Its size is about a foot, without tail. It should be noted that the rat-flea of India (Pulex Cheopis), which is undoubtedly a carrier of plague, is not found as a rule on rats of this country, but may be found on rats in the Philippines and in Mediterranean ports. It is much smaller than the flea on the rats of Northern Europe.

thereby to the evolution, of new types of life out of the old. Also, the science of geology helped matters greatly by showing that the fossil remains of certain animals

COINS AS PLAGUE-PREVENTERS: WITCH-DOCTOR METHODS IN RUSSIA.

DRAWN BY OUR SPECIAL ARTIST, FREDERIC DE HAENEN.

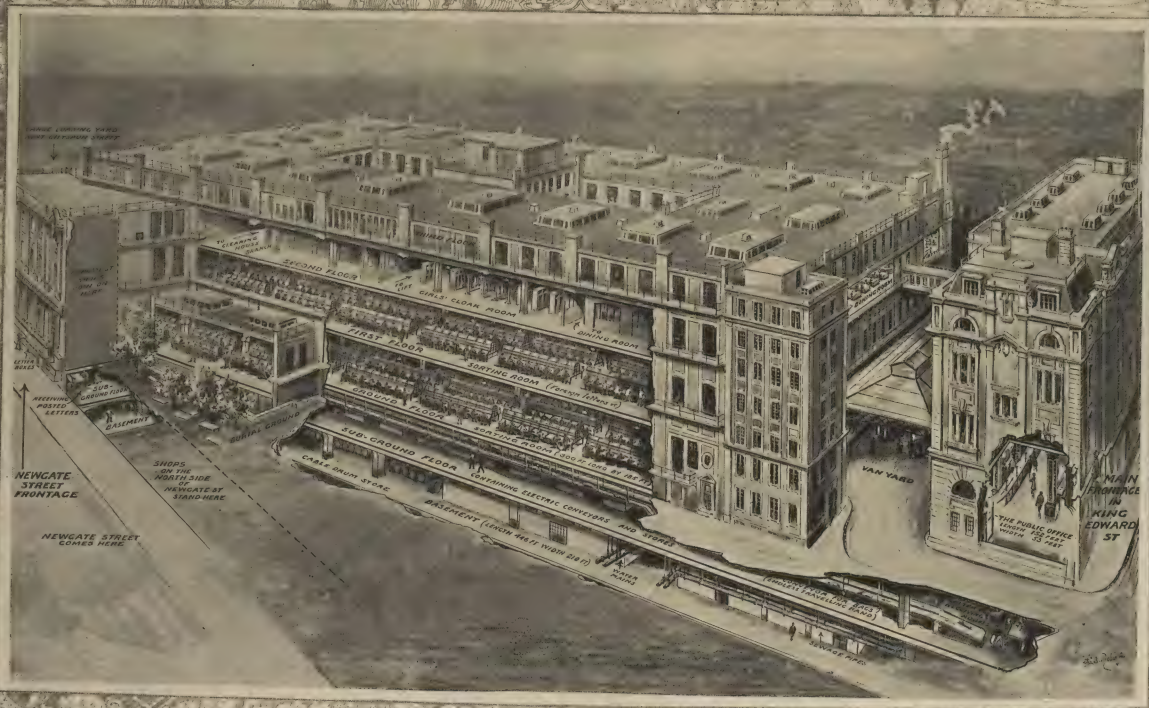
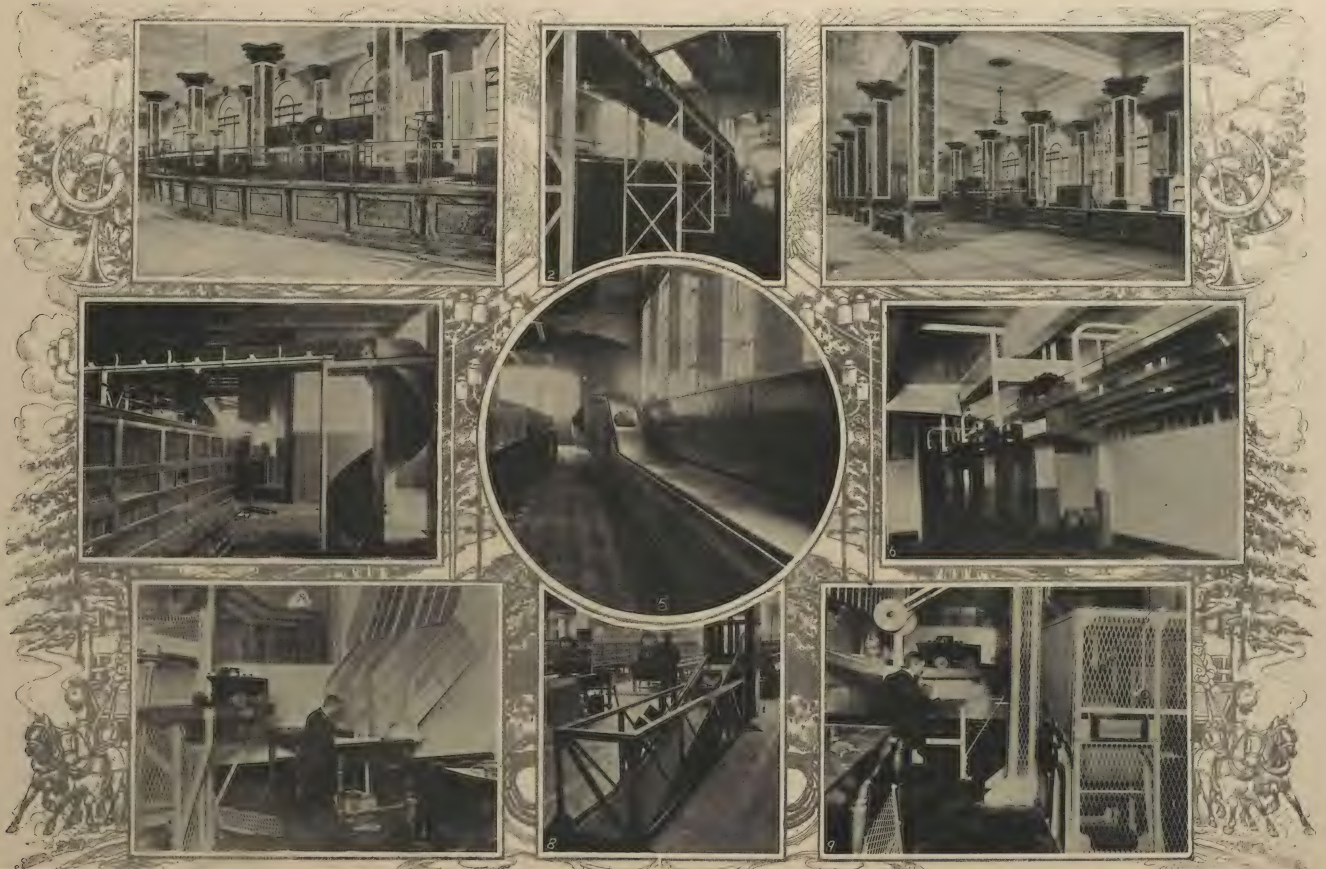


ATTEMPTING TO ENSURE IMMUNITY FROM A DREAD DISEASE: THROWING COPECKS ON THE BODY OF A PLAGUE-VICTIM.
TO PAY FOR THE FUNERAL AND TO SAVE THEMSELVES FROM INFECTION.

M. de Haenen illustrates a very remarkable scene, of which he was a witness, in a provincial town in Russia. An old man, stricken with plague, died in the street. His son sat near him, waiting the arrival of the police ambulance to carry the body away. While the dead man was on the ground a number of people, emulating, in a manner, the methods of the witch-doctor, threw copecks for his funeral, thus hoping to ensure immunity from the disease for themselves.

THE HEART OF A NATION'S BUSINESS: THE NEW MARBLE AND CONCRETE G.P.O.

DRAWING BY W. B. ROBINSON; PHOTOGRAPHS BY RECORD PRESS AND BARNETT.



1. MARBLE HALLS FOR THE STAMP-BUYER, THE PUBLIC HALL OF THE NEW G.P.O., WITH MARBLE COUNTERS AND MARBLE AND BRONZE COLUMNS.
2. LABOUR-SAVING IN THE NEW G.P.O., THE ENDLESS BAND CONVEYING SACKS OVER THE WHOLE LENGTH OF THE FOREIGN SECTION.
3. A PALACE FOR THE PEOPLE; THE ORNATE PUBLIC HALL OF THE NEW G.P.O., SHOWING THE MARBLE COLUMNS WITH BRONZE CAPITALS.
4. SPEEDY TRANSFERENCE; THE CHUTE DOWN WHICH MAIL-BAGS FALL TO THE WAITING CARTS.

The new General Post-Office in London, which will accommodate about 4500 officials, was erected at a cost of £450,000. Its foundation-stone was laid by King Edward VII., on October 1, 1905. It was arranged that the building should be so complete in every respect that a removal in the ordinary sense of the word should not be necessary. That is to say, the arrangements in the building were so complete in every detail that it was merely necessary to transfer the staff from St. Martin's-le-Grand. At midnight

5. ON ITS WAY TO THE CHUTE AND THE CARTS; A MAIL-BAG BEING CONVEYED ON THE ENDLESS BAND.
6. A DEVICE THAT RESEMBLES THAT USED IN GREAT SHOPS; HOW THE RAILWAY-CARRIER TAKES BASKETS OF LETTERS TO THE ENDLESS BAND.
7. THE CONVEYANCE OF LETTERS IN THE NEW G.P.O., THE END OF THE RAILWAY-CARRIER LINE ALONG WHICH THE BASKETS ARE TAKEN TO THE BAND.

8. ENTERING THE SORTING-OFFICE; LETTERS BROUGHT TO THE ROOM BY THE ENDLESS BAND.
9. ABOUT TO BE PLACED ON THE ENDLESS BAND; A BASKET OF LETTERS BEING REMOVED FROM THE RAILWAY-CARRIER.
10. READY FOR WORK THE MOMENT THE STAFF ENTERED IT; THE NEW GENERAL POST-OFFICE IN KING EDWARD STREET AND NEWGATE STREET—A SECTION SHOWING THE ENDLESS-BAND DEVICE, AND THE ARRANGEMENT OF DEPARTMENTS.

on Sunday of this week the old building, which was erected in 1829, was officially forsaken, and at the same time official work began in the new building. The St. Martin's-le-Grand office did not finally close, however, until Monday night last. Letters posted by the public are put in tray-baskets as they come in. These baskets are taken by the railway-carrier to the endless band; and on this endless band they are borne to the sorting-rooms; thus a very considerable amount of time and much labour are saved.



A SOURCE OF MUCH PRIDE TO ITS OWNERS:
A PRIZE HORSE BELONGING TO THE "PLANTEUR
DE CAIFFA" ESTABLISHMENTS.

1900 will never forget the marvels and beauty of the display. It was not surpassed by any previous Exhibition, and in many respects it transcended them all. Such a magnificent and varied collection of works of art, of household adornments, of commercial utility, and of scientific development, is not likely to be seen again under one roof. No wonder that admiring crowds were attracted from every part of Europe, from North and South America, from Australasia, from South Africa, and from the remote East. All of them returned delighted with the spectacle, and the memories will abide so long as life endures.

It will be remembered that the Exhibition extended along both banks of the River Seine from the Place de la Concorde to Passy. The famous bridges that span the stream, like that marvellous structure, the Alexandre III. Bridge and those known as the Alma and the Jena Bridges, were not sufficient to provide communication between the two portions of the great show. A foot-bridge was therefore thrown across about midway between the two last named. It proved to be very convenient, and was in constant use. Incessant streams of people passed to and fro, and the absence of vehicles rendered it safe and pleasant. The scene, especially after dark, resembled what may be witnessed in a crowded Oriental city, and recalled vivid descriptions in "The Arabian Nights." Representatives of almost every nation under the sun, clad in characteristic garments, and gaily talking in a Babel of speech, frequented the spot.

With the closing of the Exhibition the brilliant panorama vanished. The foot-bridge remained; but it was deserted and silent. Officialism, so universal and self-asserting in France, decreed, for some inscrutable reasons, that the bridge should be no longer used. It formed a link of connection between two important and populous districts on opposite banks of the Seine. No matter! If people wanted to cross the river they might go by the Alma or the Jena bridge. This involved an additional walk of several hundred yards; but the official mind was not troubled. Complaints, petitions, and remonstrances were heard again and again. The authorities were inexorable. If they deigned to reply it was only in the form of a vague statement that "some day" the bridge might be reopened. With this the long-suffering Parisians had to be content during a period of six years. They passed the spot continually; but the barriers forbade access.

Deliverance came from an unexpected quarter and in an unlooked-for way. M. Michel Cahen, having an

extensive business in the neighbourhood, successfully intervened. No violence was used. There was no conflict with the authorities. Everything like a scene was avoided. He simply arranged that a band of one hundred excellent performers, all of them his own employés, should discourse sweet music of the highest order on Sunday evenings from the centre of the closed bridge. The band enjoys the reputation of being one of the best in France, and a vast crowd assembled to listen to the initial open-air concert. The Parisians are known to be judges of good music. They pressed up to and all around the barriers at each end of the bridge and loudly applauded the performers, who had taken their stand midway. This amusing manner of drawing attention to the absurdity of keeping a useful bridge closed evidently attracted notice in high places, and the next day an order was promulgated for the removal

By means of a skilfully devised system of dépôts and distributing-agencies over the whole of France, it supplies to customers at their own doors many of the principal articles of grocery. Originally, the sole article was freshly roasted coffee, which explains the name of the business. No fewer than thirty-five tons of coffee are now roasted daily in the firm's magnificent factories in Paris. The same day the whole thirty-five tons are dispatched from Paris to some 1300 branches scattered all over France, and within four days the whole amount has been distributed and sold for cash. Biscuits, perfumes, and other goods are also manufactured and similarly distributed. During the last ten years the cash sales have increased from £273,373 to £2,586,449, or nearly tenfold. To traverse the head establishments, and to witness the mountains of goods always departing and constantly being replaced, is like taking part in some Gargantuan feast. It appears almost incredible how such an assemblage of comestibles can be brought together, and how they can be so speedily and regularly dispersed throughout the fair realm of France.

A SOURCE OF MUCH PRIDE TO ITS OWNERS:
A PRIZE HORSE BELONGING TO THE "PLANTEUR
DE CAIFFA" ESTABLISHMENTS.

The secret lies in the simplicity and perfection of the system. The same active brain that devised an effectual plan to secure the opening of the foot-bridge has evolved a mighty network that now covers the whole country. It is well known how dearly every French peasant loves his cup of coffee. To him it is a necessity of daily existence. He wants it fresh and fragrant. Whatever else be dispensed with, coffee he must have. M. Michel Cahen carefully thought out a plan whereby this imperative demand could be supplied. Without the aid of retailers he brought himself into direct contact with the consumers everywhere, and their name is legion. Gradually the country has been mapped out into districts, each having its own head dépôt. From this the branches and agents are supplied with fresh and reliable goods. The households supplied now number nearly a million and three-quarters, who are waited on once a week at least. No credit is given. Cash is always paid on delivery. Hence there are no bad debts. The business is worked automatically. The whole scheme reflects much credit upon the organising and controlling head, who commenced the enterprise twenty years ago, and now has the intense satisfaction of reaping the reward of his skill and industry. It is with pardonable pride that he can look back upon his share in the opening of the foot-bridge. That act is typical of his whole career.



A MAP, EACH TOWN NAMED ON WHICH HAS A BRANCH OF THE ESTABLISHMENTS
"AU PLANTEUR DE CAIFFA."

The founder of the establishments "Au Planteur de Caiffa" was the first man in France to think of delivering articles of grocery at the consumers' own doors, even in the smallest hamlets of his country. Now some 5000 men are daily travelling the roads of France and making regular weekly deliveries to nearly 2,000,000 households.

of the barriers and the reopening of the bridge to the public. By a clever and an orderly stroke, an astute and practical man effected what outside agitation had failed to accomplish.

The hero of this peaceable adventure is a remarkable man. Twenty years ago he founded in Paris, on a small scale, a business that speedily became famous. It is known as "Les Établissements au Planteur de Caiffa."

ness is worked automatically. The whole scheme reflects much credit upon the organising and controlling head, who commenced the enterprise twenty years ago, and now has the intense satisfaction of reaping the reward of his skill and industry. It is with pardonable pride that he can look back upon his share in the opening of the foot-bridge. That act is typical of his whole career.



RECRUITED FROM THE "PLANTEUR DE CAIFFA" STAFF: THE BAND OF ONE HUNDRED PERFORMERS WHICH PLAYS IN THE TUILERIES.

For six years after the close of the Paris Exhibition of 1900 the authorities refused to open to ordinary traffic the foot-bridge built for that Exhibition between the Alma and Jena Bridges. To call attention to this, M. Michel Cahen, founder of the "Au Planteur de Caiffa" establishments, arranged that his band should play on the tabooed structure each Sunday. This they did one Sunday only; the next day the authorities announced the coming opening of the bridge. The band now plays regularly in the Tuileries Gardens.



FAMOUS, AND A CAUSE OF JUSTIFIABLE PRIDE: FINE HORSES, TYPICAL OF THOSE BELONGING TO THE "PLANTEUR DE CAIFFA."

In this country we have numerous great firms who justifiably take much pride in their horses, which some of them, at least, are wont to say are unrivalled. No doubt, the founder of the "Au Planteur de Caiffa" would not be in agreement with this, for the judgment of France is that his horses are magnificent, and they have won all the best prizes. The greatest care is taken to secure excellent examples of the best breeds, and these, once having been secured, are treated as carefully as though they were race-horses.

"FED" BY UNMOUNTED COMRADES: SEEKERS OF THE WHITE STRIPE.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY E. HOSANG.



ATTAINING SURENESS OF AIM: GERMAN CAVALRY MEN CATCHING ON LANCE AND SABRE STRAW BALLS THROWN INTO THE AIR.

The German cavalrymen spend much time in attaining proficiency with lance and sabre, and those who are most skilled wear a white stripe on the right arm. That the men may increase the sureness of their aim, it is the custom at times for unmounted men to throw balls of straw high into the air, that their mounted comrades may catch them on their lances. The

A "WORLD" IN A SUBURB: THE ALL-RED EMPIRE IN MINIATURE.

MODELS OF FESTIVAL-OF-EMPIRE BUILDINGS FOR THE CRYSTAL PALACE.



1. THE CANADIAN GOVERNMENT BUILDING, OTTAWA.

2. THE SOUTH AFRICAN GOVERNMENT BUILDING, CAPE TOWN.

3. THE CRYSTAL PALACE GROUNDS AS THEY WILL APPEAR NEXT YEAR; A MODEL OF THE FESTIVAL-OF-EMPIRE BUILDINGS.

4. A KIMBERLEY GOLD MINE AND KAFFIR KRAALS.

5. THE MAKING OF THE MODELS IN PROGRESS.

It will be recalled that a Festival of Empire was to have been inaugurated at the Crystal Palace last July, and that the death of King Edward VII. caused the postponement of the event. The Festival will be held next year, and active preparations are in progress. In the Palace grounds the Dominions beyond the Seas will be represented by quite three-quarter size replicas of their Parliament Buildings, and the interior of these structures will be filled with the productive and industrial wealth of the respective countries. These overseas palaces will be linked up by the "All-Red" Railway, on the line of route of which will be illustrated the Empire at work, together with the physical features of each Colony. There will be reproductions of gold mines, diamond mines, ranches, fruit farms, ostrich farms, lumber and squatter camps, and other phases of overseas life and activity. (Models of some of these buildings, by Mr. John England, are here illustrated.) Thus, it will be possible to see a "world" in a suburb.

PHOTOGRAPHS BY C.N.

DETMOLD ILLUSTRATIONS TO KIPLING'S "THE SECOND JUNGLE BOOK."

DRAWN BY EDWARD J. DETMOLD.



III.—"LETTING IN THE JUNGLE": RINGING THE OLD MAN AS A SCHOOL OF PORPOISES RING A STEAMER
AT FULL SPEED.

"They ringed the old man as a school of porpoises ring a steamer at full speed, and, as they ringed him, they talked unconcernedly, for their speech began below the lowest end of the scale that untrained human beings can hear."



QUAKER 61
GENTLE 13

Gertie Mc
has sold.
...
...
... who gives point-
ment of a master servant-maid,
Mr. Baker was the maid's father
to Mr. D. J. Williams
the character of a comic French
of Paris. Mr. Edwards has
marked as "cast." The Quaker
characters are combining

三

HAVILAND'S SERIES OF THEATRICAL PORTRAITS.

DRAWN BY OUR SPECIAL ARTIST, FRANK HAVILAND.



No. XL: SNUBBED BY THE COUNTY AND BORED "STIFF": MISS IRENE VANBRUGH AS GRACE INSOLE IN "GRACE."

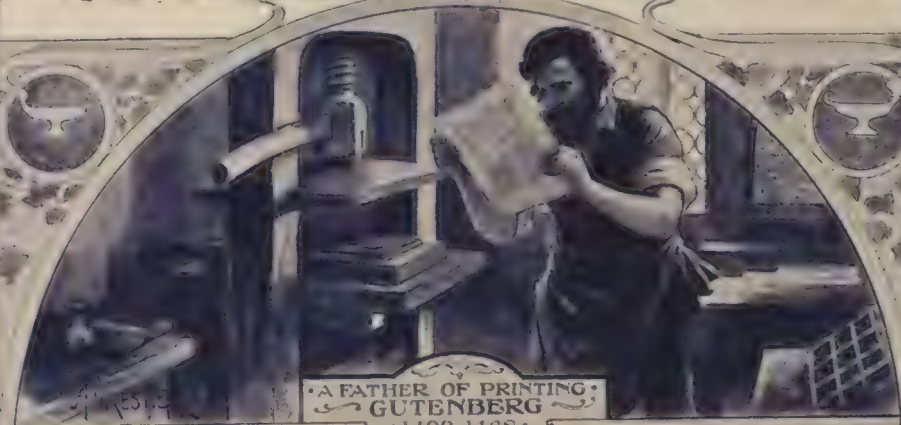
Grace, who is of the middle classes, marries into a Somersetshire family who worship caste and county above everything. She is snubbed on all sides, and, to use her own expression, is bored "stiff." Miss Irene Vanbrugh plays the part with her accustomed skill and insight into character.

• AT THE SIGN OF ST. PAUL'S •



MR. W. H. MALLOCK,
Whose new book, "The Nation as a Business Firm," has been published by A. and C. Black.

Photo, Elliott and Fry.



ANDREW LANG ON SCOTTISH SONG-WRITERS AND BLOOMSBURY POETS.

"I CANNOT sing the old songs,"

nor, indeed, any songs; and my nature (like that of nearly all poets) is entirely hostile to music, vocal and instrumental. Only two sorts fail to make me wretched: these are solemn organ music and simple old songs—Scots, English, and French.

It is the *words* that I like: they make me feel a great inclination to cry, or to rise and follow Charlie. Many ladies, in Scotland long ago, were admirable song-writers, such as Mrs. Cockburn, Miss Jean Elliot—each wrote a variant of "The Flowers of the Forest"—Lady Anne Barnard (born Lindsay), the author of "John Anderson, my Jo," and Lady Nairne, whose Muse, as became her blood, was Jacobite.

All these ladies tried to conceal their literary genius, and did not, if they could prevent it, allow their names to be associated with their songs. The last of the singers died only ten years ago, at the age of ninety. She was Lady John Scott, by birth one of the Spottiswoodes of Spottiswoode, of whose house was Charles the First's Archbishop of St. Andrews; Sir Robert Spottiswoode, taken prisoner under quarter by

"The Bounds of Cheviot." Many are loyal songs: sure no mortal man ever inspired so many, good and bad, as—
The Prince who did in Moidart land
With seven men at his right hand,
And a' to conquer kingdoms three.



THE LADY WHO REFUSED BYRON AND AFTERWARDS MARRIED HIM: LADY BYRON.

"When Byron did propose for the second time, Miss Milbanke accepted him by return of post. . . . According to him the causes of the separation were 'too simple to be easily found out.' According to her they included an enormity of which he dared not speak; and the clash of these conflicting allegations constitutes what has been called 'The Byron Mystery.'"

WOODED BY THE CREATOR OF "DON JUAN": WOMEN WHOM BYRON LOVED.

Portraits Reproduced from "The Love Affairs of Lord Byron," by Francis Griddle—by Courtesy of the Publisher, Mr. Eveleigh Nash.
(SEE REVIEW ON "LITERATURE" PAGE.)

The old songs, like that which I quote, are the best, but Lady John's are among the most adequate of the modern laments. Thirty good songs for half-a-crown are



A PRIME MINISTER'S WIFE WHO "HAD THROWN HERSELF AT BYRON'S HEAD": LADY CAROLINE LAMB.

"Lady Caroline was three years older than Byron. She was the daughter of the third Earl of Bessborough, and the wife of William Lamb, who, as Lord Melbourne, afterwards became Prime Minister of England. . . . Evidently Lady Caroline had thrown herself at Byron's head before William Lamb guessed what was happening."



MME. JUDITH GAUTIER,
Daughter of Théophile Gautier, the First Woman elected to the Académie de Goncourt.

P. a. o. Boussonnas et Taponier.

not a dear bargain.

Other poets, perhaps not preferable to Lady John Scott, Pre-Raphaelite poets of 1870-90, are pleasantly recalled to memory by Mr. Ford Madox Hueffer in *Harper's Magazine* for October. Mr. Hueffer was a small boy when these poets dwelt in Bloomsbury. He was present when a number of them waited long at dinner to welcome a young minstrel. He never came, and Mr. Hueffer, a modest lad, did not like to say that, half an hour earlier, he had seen the singer lying in a wheelcart, in what the lady called a "state of doubtful ebriety"—or not doubtful. I do not know who this child of Apollo was; at all events, Tennyson and Browning had been asked to meet him. Later he bit Mr. Philip Bourke Marston, rushed on all fours at Mr. William Sharp, collapsed, and "died, as he had lived, hard."

Mr. O'Shaughnessy, at his best, was, I think, the most successful of the Bloomsbury band, unless, of course, among them we reckon Miss Rossetti. I met one of them once, but did not know his name, and spoke as I felt—about his own poems. I feel very hot when I think of this horrible *gaffe*! These innocents excited themselves "about what the *Athenaeum* would say." But the poems of most of them must have failed to get beyond the bounds of a first edition.



BYRON'S ITALIAN LOVE, WHO SACRIFICED AN IMMENSE FORTUNE FOR HIM: THE COUNTESS GUICCIOLI.

"La Guiccioli," he [Shelley] wrote, "is a very pretty, sentimental, innocent Italian, who has sacrificed an immense fortune for the sake of Lord Byron, and who, if I know anything of my friend, of her, and of human nature, will hereafter have plenty of leisure and opportunity to repent her rashness."

the Covenanters, and by them beheaded; and apparently Lady John's grandfather was out in 1745.

Thirty of her songs, with accompaniments by Mr. Alfred Moffat, and a brief biographical sketch by Miss Warrender, are now published by Messrs. Paterson, and they ought to be very popular among people who like songs. Lady John was the author of "Annie Laurie" in its familiar form. The first verse is taken from a lyric by Annie's admirer, Douglas of Fingland, two centuries ago; the second verse is altered from his; the third very charming stanza is Lady John's own.

Many songs, hitherto unpublished, are from manuscripts in the possession of Miss Warrender. Among these is the tuneful "After Culloden" and "The Cruel Stepmother"—too long for singing, perhaps, but full of the spirit of the old romantic ballads.

I always supposed that the words of "Douglas, Tender and True" were by Lady John; but the author was Miss Mulock, the novelist (Mrs. Craik). I wish that to "The Foul Fords" had been added the wildly mysterious story attached to that place. As poetry, perhaps, "Lammermuir" is the best of all; but all have, as verse, a simple, earnest, and natural melody—not least

THE ONE WOMAN WITH WHOM BYRON DREAMED HE MIGHT HAVE LIVED HAPPILY: MARY CHAWORTH.

"She had no sooner yielded than she repented; . . . her repentance left Byron a desperate, heart-broken man, profoundly cynical about women. . . . He had dreamed of Mary Chaworth before as the one woman in the world with whom he could live out the whole of his life in a continuous ecstasy of intense emotion."

Mr. Hueffer mentions a poet of 1908 who was highly praised by the Press: seventeen copies of his work satisfied the public demand.

It is said that of Mr. Swinburne's last volume six hundred copies were sold—four hundred and eighty in Germany. But surely Mr. Swinburne's early poems were largely purchased, and I think that there is a handsome "library edition."

It appears that poets got "comfortable berths in Government offices" on the strength of their contributions to the *New Quarterly Review*, edited by Mr. Hueffer's father. Surely there were examinations in these days?

Mr. Hueffer's anecdote of the foreign artist (apparently of no doubtful ebriety), and the pocketful of diamonds scattered and deserted by him in a railway station, is at first hand, and therefore true. Mr. Hueffer was "the percipient." It is as wild a tale as "The Rajah's Diamonds" in "New Arabian Nights." Mr. Hueffer heard the late Mr. Crane say that Louis Stevenson "put back the clock of English fiction for fifty years," the date of "Pickwick." I wish he could have kept it there. He wrote grammatically.

THE DOMESTICITY OF IMPERIAL RUSSIA, JAPAN, AND COREA.

RUSSIAN PHOTOGRAPHS BY BOISSONNAS AND EGGIER.



1. THE GRAND DUCHESS MARIA. 2. THE GRAND DUCHESS ANASTASIA. 3. THE GRAND DUCHESS OLGA. 4. THE GRAND DUKE ALEXIS, THE HEIR-APPARENT. 5. THE GRAND DUCHESS TATIANA.

THE CHILDREN OF THE EMPEROR OF ALL THE RUSSIAS: THE TSAR'S HEIR AND FOUR DAUGHTERS.

The Grand Duchess Olga, the eldest of the Tsar's children, was born on November 3, 1895. The Grand Duchess Tatiana was born on May 29, 1897; the Grand Duchess Maria, on June 14, 1899; the Grand Duchess Anastasia, on June 5, 1901; and the Grand Duke Alexis, the Heir to the Throne, on July 30, 1904.



A QUEEN WHO IS VIRTUALLY A PRISONER: LADY OM, EX-QUEEN OF COREA, WITH THE WIFE OF THE JAPANESE EX-RESIDENT-GENERAL OF COREA AND HER TWO CHILDREN.

Lady Om was formerly an ordinary attendant in the palace at Seoul. The Emperor, attracted by her beauty, made her his second wife, and, on the death of his first wife, she became Queen, her son becoming Crown Prince. Since the annexation of Korea by Japan, all the members of the royal family have been set aside. They are now, to all intents and purposes, prisoners in small portions of their palaces.

THE AGE OF PAMPERED EASE: A VISION OF LUXURY.

DRAWN BY GEORGES SCOTT.



THAT WHICH SOME CALL RIDING FOR A FALL: THE MAGNIFICENT PROGRESS OF THE MAGNIFICENT.

It has been said that England is becoming more and more luxurious, and so is riding for a fall. That, as a nation, we are becoming more comfort-loving is certain; but that the fall is, at all events, far off we believe. For, whatever may be said to the contrary the life luxurious does not necessarily mean the softening

of a people: that we are still hard is proved not only by successes in business, in sport, and in the arts, but by many of our explorers and fighting-men. Such scenes as that illustrated, scenes which a Frenchman has described as "visions de luxe," do not prove that we are degenerating as a people.

LITERATURE



MR. JOSEPH CONRAD.

The well-known Novelist, who is engaged upon a New Story entitled "Chance."

Photograph by Russell.



AN ANCIENT ARAB LIBRARY

"The Rime of the Ancient Mariner."

Many illustrated

editions of Coleridge's masterpiece have been published, but none so lavishly decorative, or elaborated with such loving care, as "The Rime of the Ancient Mariner." presented by Willy Pogány (George G. Harrap and Co.). The

eighteen beautiful coloured plates are in themselves almost worth the price of the book. The "painted ship upon a painted ocean"—to name but a single example—has never had a more charming presentment. But these pictures are but one element in the artistic attractions of the volume. In the first place, every word of the text, including the poet's marginal notes, quotations from Burnet, and the Pater Noster at the end, has been engrossed by the artist in an ornate style of lettering; and the title-page and half-title have a richness of colouring and design as of a mediæval illuminated manuscript, wrought with pious patience in some old-world monastery. Each ample page of text contains but one or two stanzas, and each has its decorative background and border, with perhaps a small drawing as well. Then there are numerous full-page drawings in black-and-white, such as the one we reproduce, and each of the seven parts of the poem has its page of introductory design. All this labour of love is enclosed between appropriate end-papers and in a sumptuous binding. Sea-weed and marine creatures form the main motif of the decoration, and few of the drawings fail to satisfy the ideas suggested by the poem. Perhaps "the slimy things" that "did crawl with legs upon the slimy sea" are a shade too prolific and grotesque. Perhaps, too, a slightly plainer script for the text would have been an advantage, for type is but a medium to convey thought, and should be instantaneously legible. But it seems ungracious to criticise what has cost the artist such an infinity of pains.

The Cicerone of Cupid.

Mr. Francis Gribble goes on his primrose path rejoicing, and it was inevitable that he should meet Lord Byron in the ways of dalliance. He has met him accordingly, and has followed with light footsteps the labyrinth of the poet's amours. He could not possibly trace them all. But he has achieved what he set out to do—that is, to give the general reader a pleasantly written account of things the general reader likes to be told on easy terms. In these days when Fiction has drawn her skirts about her and become circumspect, the true sins and wickednesses of great men and women afford a safe and profitable gallery of exciting pictures for the curious. No store is richer in such wares than Lord Byron's; no pen is more apt to set them forth than Mr. Gribble's. He has had some practice, and within the limits of his book he unrolls the squalid panorama skilfully enough. It is impossible to escape a conviction that Mr. Gribble could handle these matters with a scholar's touch were he not called upon to be a showman. But for the present Mr. Gribble is content to set up a booth, where he dispenses pills to purge melancholy. It is, perhaps, a mistake to examine his work critically. But he challenges criticism more than many of his fellow practitioners, who are usually inconsiderable. He shows us Byron's principal love-affairs from Mary Duff to the Countess Guiccioli. The procession is formidable:



"THE UPPER AIR BURST INTO LIFE!
AND A HUNDRED FIRE-FLAGS SHEEN,
TO AND FRO THEY WERE HURRIED ABOUT!
AND TO AND FRO, AND IN AND OUT,
THE WAN STARS DANCED BETWEEN."

Reproduced from a Drawing by Willy Pogány in his Edition of "The Rime of the Ancient Mariner," Engrossed by Hand and Illustrated in Colour and in Black and White; by Courtesy of the Publishers, Messrs. Harrap.

the purple bonds of "The Love Affairs of Lord Byron" (Nash). It is difficult to believe that the letter is (as Mr. Gribble contends) to Mrs. Chaworth-Musters, and we are consequently left with an impression regarding

it that would be distinctly unpleasant were it not for Mr. Lang's charitable suggestion that Byron was drunk when he wrote it. The most pleasing part of Mr. Gribble's book is the concluding sketch of that better Byron who rose from his Venetian slough to sacrifice himself in the cause of liberty

DR. SIDNEY LEE,

Who is writing a Volume on Sterne for Bell's "Masters of Literature" Series.

Photograph by Elliott and Fry.

for Greece. Entertaining, and within certain limits accurate, as all Mr. Gribble's books are, this work is not, and does not pretend to be, a serious contribution to the study of Byron. In such writings, composed for hours of idleness, the theorist has no place, and when he rushes in he is likely to come to grief.

"Napoleon's European Campaigns."

The man who can compress the history of "Napoleon's European Campaigns" (Gale and Polden) into 170 short but compact pages, and at the same time illustrate them with twenty-three coloured sketch-maps, must have a decided talent for editorial summarising, and the feat has been handsomely accomplished by Captain F. W. O. Maycock, D.S.O., of the Suffolk Regiment. He makes no pretence, as he says, of throwing any fresh light on the stirring events of the Napoleonic era, but simply aims at presenting them to military students in pemmican, or waistcoat-pocket, form. The tactics with which Wellington won Waterloo were practically the same as those which Marlborough had applied with equal success at Blenheim; but nowadays the 68,000 men whom the Iron Duke had at his disposal on the 18th June, and whose line of battle did not exceed three short miles, would have to be spread out over at least four times that extent. In fact, a modern battle may be said to be a series of separate engagements with a uniform object. Modern improvements in firearms have revolutionised tactics, which is the art of handling men in presence of a foe; while strategy, on the other hand—though the two words are often carelessly used as synonymous—is the art of leading an army up to a battlefield, so that the tactician only begins his work when the strategist is done with his part of the common task. But while the tactics of a Wolseley must now be vastly different from those of a Wellington, the principles of strategy are exactly the same now as they were in the days of Alexander, Hannibal, and Cæsar. It follows that Napoleon's campaigns must now be of less value to the military student from the tactical than from the strategical point of view, and that the campaigns of Moltke must be more profitable to our budding Generals at the Staff College than the wars of the Corsican. Captain Maycock tells us how the latter got his first great chance: "Carnot, engaged in organising the plan of campaign for 1796, sent Bonaparte's scheme to Scherer, commanding the Army of Italy, who replied with heavy sarcasm, 'that the man who had drawn up the scheme had better be sent to carry it out.' . . . Much to his surprise, he was taken at his word, and succeeded by General Bonaparte, then twenty-seven years of age, in March 1796"; and the rest followed. Captain Maycock seems to be as accurate in general as he is acute, but we have never before heard of a Prussian General "Zeithen," to whom he repeatedly refers. There were two such Generals called "Zieten"—one the great cavalry-leader of Frederick, and the other the commander of one of Blücher's Corps at Waterloo.

LEAVING HER NATIVE LAND FOR THE LAND OF HER ADOPTION.



AT HVIDOERE: QUEEN ALEXANDRA, WITH PRINCE OLAF, HEIR TO THE THRONE OF NORWAY.

Queen Alexandra, who has been staying in Denmark for some weeks, left Hvidoere on Friday of last week, for her return to England, which she reached on Saturday last, accompanied by the Queen of Norway, the Crown Prince Olaf, and Princess Victoria. Her Majesty, who had crossed from Calais to Dover in the royal yacht "Alexandra," was met at Victoria by the King and Queen, who went into her saloon to greet her. It used to be the custom to raise the flag at Buckingham Palace for an arrival after sunset, but the King now flies his standard by night and by day: hence, Queen Alexandra's flag was hoisted over the palace as the carriages entered the forecourt.

OLD FRIENDS WITH NEW FACES: "PICKWICK" CHARACTERS.

FROM ILLUSTRATIONS IN COLOUR BY FRANK REYNOLDS, R.I.



1. "READY FOR THE RECEPTION OF ANY DISCOVERIES": MR. PICKWICK LEAVING HIS ABODE IN GOSWELL STREET.
 2. COUNSEL FOR MRS. BARDELL IN BARDELL V. PICKWICK: SERGEANT BUZFUZ ADDRESSING THE JURY.
 3. "HERE'S YOUR HEALTH, SAMMY!": THE ELDER MR. WELLER TOASTS HIS SON.
 4. "LICENSE, DEAREST OF ANGELS—CALL YOU MINE TO-MORROW": MR. ALFRED JINGLE SQUEEZES THE SPINSTER AUNT'S HAND.
 5. "AWAY WENT... THE SADDLE-HORSE, WITH MR. WINKLE... TO THE DELIGHT AND GRATIFICATION OF THE WHOLE INN-YARD.
 6. THE ORIGIN OF THE PICKWICK AND BARDELL BREACH OF PROMISE SUIT: MR. PICKWICK IN AN EMBARRASSING SITUATION.
 7. ON THE WAY TO MRS. LEO HUNTER'S PARTY: "MR. PICKWICK, WITH THE BRIGAND ON ONE ARM, AND THE TROUBADOUR ON THE OTHER."
 8. "HIS WHOLE APPEARANCE DENOTING MISERY AND DEJECTION": MR. ALFRED JINGLE IN THE FLEET PRISON.
- Mr. Frank Reynolds has painted a remarkable series of illustrations for a selection of Pickwickian episodes published under the title of "Mr. Pickwick," by Messrs. Hodder and Stoughton. While departing a little from the tradition of caricature in illustrating Dickens, Mr. Reynolds has succeeded to a wonderful degree in retaining the personalities of these immortal characters. By the courtesy of the publishers we are enabled to reproduce some examples from the coloured originals. (See Review on another Page.)

Wolfe's Schnapps

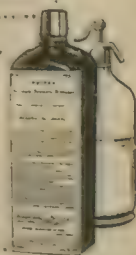
Wolfe's Schnapps in the Autumn
Will keep your blood clear,
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The fall of the year.

The most wholesome spirit obtainable, and the very best stimulant for general use. As a pick-me-up, tonic, and digestive, **Wolfe's Schnapps** is always opportune. Before meals it gives a zest to the appetite and sets the digestive functions into healthy activity; exercises an entirely beneficial effect upon liver, kidneys, and other organs. Invaluable for stomach disorders. **Wolfe's Schnapps** should be kept in every home.



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(Udolpho Wolfe Co., New York.)



HISTORY OF THE BRITISH ARMY.

WHEN, O when, are we going to have an Army worth the name—not merely a Territorial but a Regular one as well? For the first of German military critics, who attended our late autumn manoeuvres, has been candid enough to tell us that ours is not a first-rank army at all; that it is equally incapable of taking its place not only on the side of, but also against, a Continental force; that its higher officers are totally devoid of tactical capacity; that each battalion, like Hal o' the Wynd, "fights for itself, without considering what is going on to the right or the left of it"; and that the judgments of our umpires are just as preposterous as they well could be. It is now a little over a century since Wellington landed in Portugal to begin what proved to be another Seven Years' War; and if anyone wishes to compare the British Army, as now thus characterised by Colonel Gädke, with the army whose deeds in the Peninsula were chronicled by Colonel Napier, let him turn to the two volumes forming the latest instalment of the Hon. J. W. W. Fortescue's "History of the British Army" (Macmillan), which cover the six-year period from the Peace of Amiens to the close of the Corunna campaign. Moore's army grew undisciplined and even mutinous, from the very best of motives, because it was ordered by its commander to retreat instead of being allowed to advance and fight; but it will never do for a General to let his soldiers think for him. On the other hand, it is perfectly clear from these military annals that our Generals did not always think rightly for their men, with the result that there was frequently seen the depressing spectacle of a British army "muddling through"—a spectacle familiar enough even to the present generation of Britons.

In addition to thinking so poorly of our present-day Army, Colonel Gädke, our candid German critic, has elsewhere given it as his opinion that an invasion of this country would be an exceedingly difficult, if not altogether

impossible, task; and this is a question of very actual interest which may well be considered in the light of Mr. Fortescue's reflections on Napoleon's intention to subjugate this country by means of the huge army which he had collected at Boulogne. Even supposing the Corsican had been gratified with a favourable answer to his fervent prayer to be "masters of the Channel for

and stores; while Kinglake records that this was also the period required to disembark our little Crimean army of 26,000 at Eupatoria, with the double advantage of favourable weather and of encountering no opposition from the enemy. Now, if it took Wellington and Lord Raglan the better part of a week to do what they did, how long would it have taken Napoleon to land his 90,000 men?—

for the army of Boulogne never consisted of more, says Mr. Fortescue, in spite of all Boney's boasting—in the face of violent opposition from our home defenders, and with the addition, perhaps, of a heavy surf? By the time that Bonaparte set about launching his invasion (August 1805), "people," says Mr. Fortescue, "knew what they must do, and were prepared to do it. The positions for rendezvous and defence, had been chosen, and effective measures had been taken for concentrating large bodies of troops at the point of attack. The general tactics of defence had also been thought out. . . . Upon the whole, if the French army had managed to get into England, it could never have got out again." Now, is there any serious reason for thinking that it would be otherwise with a German army of invasion? True, steamers and steam-launches could now expedite a landing; but, on the other hand, we should be much sooner apprised of an invader's coming. Even with his steam-launches and what-not, on a duck-pond like sea, and without any opposition, it took Sir John French two complete revolutions of the clock to land about 9000 men and guns at Clacton in 1904. But in face of even a tenth part of that number of native marksmen, armed with repeaters and machine-guns, not a soul could have stepped ashore. Hitherto it has ever been the tendency of our generals and soldiers to underrate an enemy—a fault accountable for most of our military disasters; and now we are rushing to the opposite extreme—as far as possible invaders are concerned, which is just as foolish. A corrective to this tendency will be found in the sage, judicial spirit which pervades these learned, lucid, and researchful volumes.



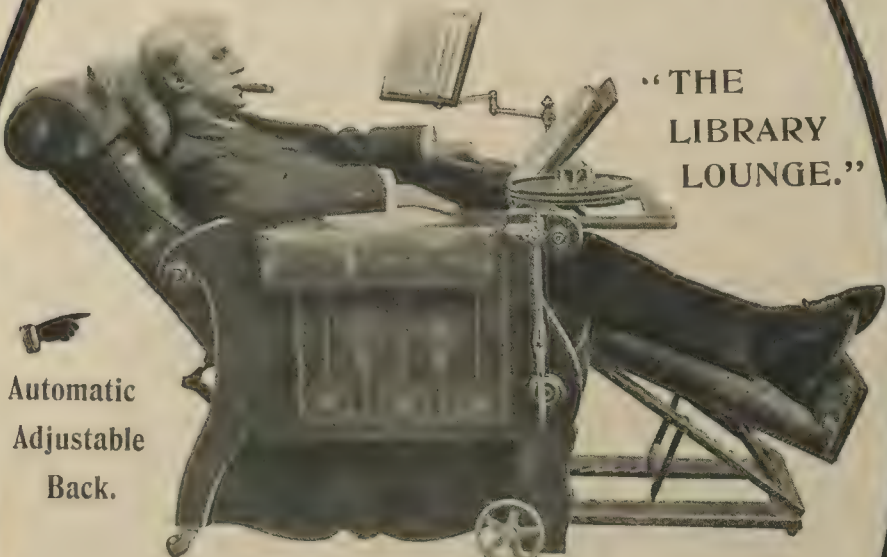
THE MEETING-PLACE OF THE UNION PARLIAMENT OPENED BY THE DUKE OF CONNAUGHT: THE NEW WING ADDED TO PARLIAMENT HOUSE, CAPE TOWN.

In order to provide the additional accommodation required for the meetings of the Union Parliament, opened by the Duke of Connaught on November 4, a new wing has been added to the Parliament House at Cape Town.

six hours, and we shall be masters of the world,"—even then it would have been next to impossible for him to land his army of invasion in face of the defensive forces of various kinds which we had been organising for this very contingency for over three years. Mr. Fortescue tells us that, when Wellington first landed in Portugal, it took him five whole days—without opposition—to put ashore 9000 men, with their horses, guns,

not a soul could have stepped ashore. Hitherto it has ever been the tendency of our generals and soldiers to underrate an enemy—a fault accountable for most of our military disasters; and now we are rushing to the opposite extreme—as far as possible invaders are concerned, which is just as foolish. A corrective to this tendency will be found in the sage, judicial spirit which pervades these learned, lucid, and researchful volumes.

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ART NOTES.

MARKING the signs that seem to say that Post-Impressionism has come for more than a flying visit, we ask ourselves if in truth the Grafton Gallery holds the key to the future of English art? We were told that the advent of the Chinese paintings at the British Museum marked a renaissance in our studios, but three months have put an end to an ambition which, to be properly understood even, would require from the Western artist some thirty years of close attention to his drawing-board. But three months may do wonders for the advancement of Post-Impressionism, which has a fatal aptitude for provoking in the onlooker the mood of "I could do better myself." It is an idle mood, meaning in most cases that the onlooker feels he could achieve something nearer to the conventional standards of excellence than the work before him; and being an idle mood, its fruits are few. And when it is not idle its fruits are seldom of much account; for, as it

is most often provoked by the work of men who have been able, in their genius, to amplify or even ignore the conventions, it treads dangerous and barren paths.

That Matisse is to have a following in England is established. His work had been on view no longer than a day when word went round that an Academician had already taken train to a distant studio that he might, for the first time, practise the true art of painting. If Matisse has genius, then it is in vain that the onlooker says—"I can do this thing myself," for it is notorious that the onlooker lacks genius. It is genius, and genius only, that can vivify and support a style that breaks with tradition. The painter who avows himself beholden to no past avows his belief in himself; his followers, who can hardly pretend for their master's genius that it has so soon founded a complete tradition that may be followed by men of secondary talents, must also avow their belief in their own genius, for they share with him the glory of creating; and if Matisse is merely a man of talent the position of the mushroom school

is equally precarious. In so far as he has followed tradition along the road extended by Monet, Matisse proves himself a painter of extraordinary talent, but in so far as he has ignored the direction of the old road, he has lost himself, while his school, pushing on ahead, is already knee-deep in the muddy places of a passage that has written at its ending "No thoroughfare." Gauguin is, of course, or another order.

Whatever his merits, Matisse looms as large at the moment as Paul's Cross. That he does so—that painting is the important and interesting thing to critic and public alike, is one of the reasons why Paul's Cross is actually of no account. It is the expression of no vital mood, the outcome of no intellectual activity. Mr. Chesterton has in

vain put St. Paul's into a book; the new erection is neither ball nor cross. No precedent, I imagine, warrants the name that has been given it. The top-heavy figure, it is true, holds a slender cross in the hand, but that does no more than support the designers



LIBERALISM LOOKING UP: THE PREMIER AND THE HOME SECRETARY GAZING HEAVENWARD AT MR. WILLOWS' AIR-SHIP.

On Friday of last week many distinguished people, including four Cabinet Ministers, assembled at the White City to see a demonstration of the Brennan Mono-rail. While they were there Mr. Willows flew over Shepherd's Bush in his air-ship, "The City of Cardiff," on his way to France. The four central figures in our photograph (reading from left to right) are—Mr. Winston Churchill, Mr. Asquith, Mrs. Winston Churchill, and Miss Asquith.



Photo. C.N.

ONE OF THE LAST OF OLD ENGLAND'S "WOODEN WALLS" SURRENDERED TO CASTLE'S; H.M.S. "DUNCAN" ARRIVING AT CHARLTON TO BE BROKEN UP.

H.M.S. "Duncan," one of the few surviving examples of "the wooden walls of Old England"—the ancient three-decker men-of-war—has just arrived at Charlton, where she will be broken up by Messrs. Castle, the well-known ship-breakers. The "Duncan" is a vessel of 5724 tons, and was built at Portsmouth in 1862. She acted as flag-ship at Sheerness, and lately has been used as a training-ship for artificers at Chatham. She was renamed "Tenedos II."

in the evasion of all religious intention in the rest of their work. "To renew and recall ancient memories," is, according to the inscription, the purpose of the "cross." But how an inane group of little boys at the base of a Doric column recalls memories, either Catholic or Puritanical, in the breast of the Londoner is past knowing.

E. M.

Mr. C. Grahame-White, the distinguished British airmar, used "Shell" motor-spirit when he won the Gordon Bennett Cup at Belmont Park, New York, on Oct. 29, defeating all the representatives of other nations.

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LADIES' PAGE.

THE period prescribed for half-mourning to commence in Court circles for the late King has now arrived, and sets free the ladies of the Royal Family to perform again those charitable and social functions by which they render such good service to many excellent causes. One institution that receives personal help from nearly all the royal ladies, with Queen Mary at their head, is the Needlework Guild, which is just at this time of year at its busiest moment, as during November the many thousands of garments made or contributed are received by the presidents of centres. By them the articles are sorted, and sent off for distribution at Christmas. The Guild was founded by the late Lady Wolverton. Each member pledges herself to supply three new garments annually: the idea is that the things shall be the handiwork of the member herself, though that is not compulsory. Queen Mary, who last week spent some hours working in the reception of Guild garments at the Imperial Institute, was trained from her childhood by the kindly, genial Duchess of Teck, her mother, to have a piece of work for the Guild always lying at hand, ready to put in a few stitches or knit a row or two in the odd moments that would otherwise be wasted and that produce considerable results if so employed. One year, when a young girl, the Queen worked so many hours over the unpacking and sorting for the branch of which she was president as almost to give herself housemaid's knee. The Duchess of Albany also takes an active interest in the Needlework Guild, which is a finely organised and widely spread institution, owing everything to the talent and kindness of women, and supplying much-needed warm clothing (last year it was over fifty thousand garments) to thousands of hospital patients and other poor persons.

Queen Victoria's memorial statue, facing Buckingham Palace, is to be unveiled before the next London season. It is high time too, for nearly ten years have gone by since the passing of the great Queen. When the scheme of the memorial was propounded, it was proposed that the widened Mall in St. James's Park, which leads directly up to the Queen Victoria Memorial, should be adorned on either side with statues of some of the greatest Victorians. Would it not be most appropriate that the first of those statues should represent another great-brained, great-hearted woman, who is perhaps, next to Queen Victoria herself, the most certain of any to hold a place in history—Florence Nightingale? The question of a memorial to Miss Nightingale is now under consideration by an influential committee. Pensions for old or decrepit nurses, and other schemes in connection with sickness, seem to be most warmly urged in this connection; and we know that Miss Nightingale herself applied to founding the first training school for nurses in England the large sum presented to her by public subscription on her return from her great organising work in the Crimea. But what it was most suitable for her to do with a money



A GRACEFUL EVENING-GOWN.

Ninon-de-soie is draped in artistic folds over satin, and trimmed with swaying fringe and tassels.

tribute given to her personally is no criterion of the proper steps for a younger generation to take to render permanent honour to her memory after her death. A statue is the most visible and most purely grateful testimonial to raise to the departed great.

A suggestion for the master of a household who would like to make his wife a useful Christmas gift is—fit up in the kitchen a "Wilson Cooking Range." She will be truly pleased and grateful, for it will save her and the cook endless trouble by doing its work well, and with a remarkably small supply of coal; and all the while the sensible donor can quietly chuckle to himself over his better-cooked dinners. Many testimonials bear witness to these qualities of superior work and economy of fuel of the "Wilson" range, as may be seen in the catalogue and price-list, to be had from the Wilson Engineering Company (culinary and heating engineers to his Majesty's Government), 259, High Holborn, London, E.C. Gas-cookers, and portable warming-stoves, are also described in the catalogue, together with many useful culinary appliances and aids.

"Draw the curtains close" forms an important point in the picture of ideal winter comfort that Cowper describes, and truly there is no feature of domestic arrangements more important than the hangings. Messrs. Hampton, of Pall Mall East (close to the National Gallery), have just issued a beautifully illustrated catalogue of furnishing fabrics, showing a representative selection of the curtains and materials of which they have an exceptionally fine stock. Everything at this great furnishing house is of the most artistic order. Perfect taste presides over the buying, and purchasers cannot fail to discover gracious harmonies with the furniture and fittings of any rooms. The booklet has many beautiful colour prints of materials for curtains and furniture-coverings, ranging from chintzes, serges, and Bolton sheetings to superb silk damasks and brocades, and also of down quilts. The "Portuguese Brocade," at 10s. 9d. per yard, is magnificent; the design is a faithful reproduction of antique embroidery on a vestment, the pattern being outlined with silver; for curtains, cushions, and furniture covering it is most charming; and refined in colouring. Hampton's "Jaspé Velour" is a striped velvet, and the "Trafalgar Velour" is a plain velvet, either of which gives a rich effect, while the price is quite moderate—2s. 11d. for the "Trafalgar" and 3s. 11d. for the striped one, per yard of fifty inches wide. "Tabrez Tapestry" is a strong fabric with a handsome old Persian design on it, and costs but 4s. 11d. a yard. Patterns are willingly sent free on approval. Moreover, Hamptons can frequently suggest means of enhancing the value of the good features or modifying the undesirable effect of the structural or other disadvantages of any given room, and they are always pleased to send one of their artists to confer and prepare coloured sketches showing what would be the effect, in the actual rooms to be furnished, of any schemes which an intending client may wish to consider.

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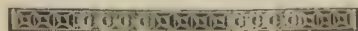


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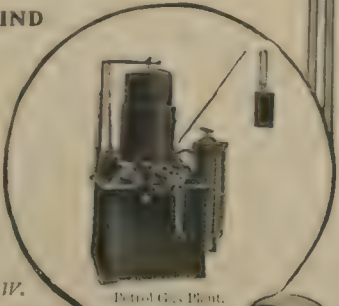
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NEW NOVELS.

"The Finer Grain." "The Finer Grain" (Methuen) is a title which expresses, with Mr. Henry James's peculiar felicity, the contents of his new volume—five well-sifted short stories, delicately ground and grown. They are not (for the benefit of the timid reader) representative of Mr. James in his more precise exclusion of the Philistine understanding; "a child in these matters" could bridge the elisions, and supply appropriate tails to the characteristically unfinished sentences. The Philistines in "Mora Montravers" are clear-cut indeed; they are surprisingly definite: so much so that they are themselves conscious of their conspicuous alienation from the very Jamesy young woman who causes such bewilderment in their orderly Wimbledon lives. Mora, to be sure, is a baggage, a too-elusive one; she flits through the subtleties, defying analysis, remaining to the end (one guesses) the despair of the facile imitator. Only one living writer, it is quite clear, could have invented Mora Montravers, and, having invented her, have placed her in just this tantalising and nebulous atmosphere. In so far as the short story is a complete history, Mora fails, because it is impossible to escape the haunting after-thought of all that is not told of her subsequent adventures. "The Bench of Desolation" is, of course, an absurdity: not this way, it is certain, would any woman seek or gain her victory. Yet an absurdity elevated to high art, handled with the superb audacity of the master.

"The Andersons." It is essential to the mellowing of Scotch humour that it should be leisurely. Anybody born north of the Tweed must not be hurried in telling a good story; if he is, the chances are the story wilts, drooping like a hothouse flower in the open. It should, however, be set against this that the general mean of patience is soon discovered, and we are much afraid that "The Andersons" (John Murray) arrive at the limit of it long before the family's record is completed. They are very minutely drawn—exhaustively so; and we are not at all sure that they are worth all the pains Miss Macnaghtan has expended upon them. We imagine that the book may have been begun when someone asked her if she did not think the So-and-Sos ought really to be put into one of her amusing novels, and forthwith



TAKING IT COOLLY: PEDESTRIANS IN THE FLOODED DISTRICTS OF HAVANA PICKED UP BY A POLICE-VAN.

Possibly in a hot climate an al-fresco bathe is not altogether unpleasant, and this may explain the fact that the people in the photograph seem to be taking their predicament remarkably coolly. Our illustration shows a scene in a flooded street of Havana after the great cyclone.



HAVANA FOLLOWS THE EXAMPLE OF PARIS: WADING ACROSS A FLOODED STREET AFTER THE GREAT CYCLONE. A few weeks ago Cuba was swept by a cyclone, which caused an immense amount of damage. The losses in Havana alone amounted to over £200,000. At the height of the storm the waters cleared the ramparts of Morro Castle. A square mile of the residential part of the city was submerged, and the scenes that ensued recalled the great floods in Paris last winter.

the So-and-Sos began to be woven into the fabric of "The Andersons," not, alas! being solid material enough for that honour. Flora's courtship of the Highland doctor would make an admirable sketch, but, spread over a full-size novel, it does seem linked sweetness long drawn out—even to attenuation. The London experiences of the family fail to carry conviction. The Scottish homes are photographic; but the humour and pathos that are intended to inform them with life are, to speak plainly, spread too thin for sustained interest. Miss Macnaghtan cannot help writing with insight, with dry appreciation of the human failings of her creations, with a friendliness that has, too, its pleasant dignity; but she can make better books than "The Andersons."

"A Dreamer's Tales." The dreamer in Lord Dunsany's "A Dreamer's Tales" (Allen) is a Celtic one. Not to the practical, unpoetical Saxon come these visions of the light that never was on sea or land, illuminating the mystical actions of Lord Dunsany's strange people. They are incorrigibly fantastic. There is, for example, a story called "Poor Old Bill," a title that naturally takes the mind to Poor Old Joe—or, indeed, any other hackneyed, venerable fount of tears. Poor Old Bill, so far from being a man of the expected type, is the weird product of a wild-eyed madman's brain, who describes his soul as "sitting like a monkey at the top of the mast, and looking at the stars, and freezing through and through." There is horror about this grisly tale; but even it pales before the imaginings of the Hashish Man. If anyone wants to know about thoroughly disagreeable things, let him read what the royal torturers of Thuba Mleen did to the sailor. "A Dreamer's Tales" are dreams indeed, and not a few of them are frankly nightmares. The waking world, thank heaven, is altogether another kind of place.

"The Glad Heart." Ellen Milner's glad heart was a durable article, calculated, in spite of her sensitive nature, to stand the full wear-and-tear of one of Mme. Albanesi's briskest novels. She had a great many things to go through, beginning with ruined fortunes and her father's death, before the usual matrimonial anchorage saw her safe home at last. Richard Framley, her kind friend

(Continued overleaf.)

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More than soap yet costs no more.

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"THREE NUNS" CIGARETTES, 4½d. for 10.

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"THE LANCET" (the leading Medical Journal) of 8th Feb., 1908, says:—

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and subsequent husband, showed, to our thinking, a deplorable lack of judgment in sending her to be companion to the unmanageable Lady Norchester, for, if he did not know her to be unmanageable, he was not the sensible man that, in other respects, he is made out to be. But perhaps it is harsh to judge such a book as "The Glad Heart" (Methuen) by the standard of average probabilities. It is one of those agreeable, not too grammatical romances that the grown-ups take to when their fairy-books are long outgrown. It is perfectly innocuous, rather nonsensical, and quite amusing. It is sure to be popular, and it will deserve its popularity, for it means real relaxation without even a suspicion of a problem.



GOING TO WELCOME THE "NIOBE", ADMIRAL KINGSMILL BOARDING THE CRUISER "CANADA."

Before the "Niobe" entered the harbour of Halifax, Rear-Admiral Kingsmill, Director of the Naval Service of Canada, went out to meet her in the cruiser "Canada." He went on board the "Niobe" and hoisted the Canadian flag amid the cheers of the crew.

definitely: everybody knows that nice young men, fresh from home, are much of a muchness, and that the Indian siren (in novels if not in real life) is an indispensable adjunct to every well-regulated station. "Babes in the Wood" (Methuen) contains these well-known persons; and a very pleasant story it is, and may Mrs. Croker give us many more on its familiar lines. Whatever she may choose to provide in the same manner is sure of a welcome.

"Babes in the Wood." Seldom, surely, are there found writers so certain, so uniform in their capacity for providing pleasing entertainment as Mrs. Croker. One of her books is, in the language of the vulgar, a sure find. There may be a suspicious similarity in the characters; but her easy pen, her freshness, know very well how to get over that. Everybody understands that the Eurasian type repeats itself



CANADA'S NEW FLAG-SHIP ARRIVES ON TRAFALGAR DAY: THE "NIOBE," FLYING THE CANADIAN ENSIGN, ENTERING HALIFAX HARBOUR.

It was an auspicious omen that the flag-ship of the new Canadian Navy, the "Niobe," arrived at Halifax, Nova Scotia, on Trafalgar Day, October 21. The "Niobe," was bought from the Imperial Government.



NUCLEUS OF A FLEET WHICH WILL MAKE CANADA A NAVAL POWER: THE "NIOBE" AT HALIFAX, NOVA SCOTIA.

The "Niobe" was launched in 1897. She is a first-class cruiser of 11,000 tons, and has ten guns. Her speed is 20½ knots.—[Photographs by Hewitt.]

"MR. PICKWICK" AND HIS NEW ILLUSTRATOR.

(See Pictures elsewhere in this Issue.)

MR. FRANK REYNOLDS has effected something like a revolution, and a revelation, in Dickens illustration. Hitherto, every artist who has essayed the task has generally thought it necessary to make the characters caricatures. Mr. Reynolds, in the delightful set of pictures in colour which form the *raison d'être* of "Mr. Pickwick" (Hodder and Stoughton), shows that it is possible to retain the humour and spirit of Dickens and, at the same time, represent his people as actual people in realistic surroundings. The book, which is a large, handsome volume, consists of nineteen episodes from "Pickwick," accompanied by twenty-five full-page illustrations. It will certainly be a joy to all true Dickensians, and it will enhance Mr. Reynolds' reputation as an artist. His work seems to bring us nearer to the immortal founder of the Pickwick Club and his associates, who, as the years pass over us, bringing changes of costume and manners, were, perhaps, in some danger of becoming mere grotesques of a by-gone day. Mr. Reynolds has made them more human and no less amusing. He should certainly follow up this excellent innovation in the illustration of Dickens. Like Oliver Twist, we ask for more.



ON THE BRIDGE OF THE CRUISER "CANADA": CAPTAIN ROPER, CHIEF OF STAFF.

The cruiser "Canada," with Rear-Admiral Kingsmill, Director of the Canadian Naval Service, on board, went out to meet the new flag-ship, the "Niobe," off Halifax, Nova Scotia, on October 21. Our photograph shows Captain Roper, Chief of Staff, on the bridge of the "Canada."

At the premises of the Chiswick Polish Company the progress of Cherry Blossom Boot Polish is illustrated by a moving exhibit. Two young ladies race up a precipitous mountain, and, of course, the Chiswick representative wins. The company have also introduced an Automatic Polishing machine, which polishes one's boots for a penny.

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HEALTHY and STRONG and as BRIGHT as BUTTONS.



Mrs Wilkinson, of Blankney Dale Farm, near Lincoln, writes us:—

"I have reared my twin babies on Frame-Food. I used several other foods up to the age of 2 months, when I thought they could not live. But the first bottle of Frame-Food did them already good, and they have never had any drawback since. When I

started using Frame-Food, Frances, weighed 3½lbs, and Maud only 3lb. Now, at the age of 15 months, Frances weighs 24½lb and Maud 22½lb, and both are strong, healthy children. I am very thankful to Frame-Food, and recommend it to all mothers."

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Luxurious New Breakfast and Tea Car Trains.

LOW SEASON TICKET RATES.

With a southerly aspect, Clacton-on-Sea has the advantage of a very mild temperature throughout the year, and its high record of sunshine, low rainfall, and freedom from fog combine in making the Town one of the most attractive watering-places on the English Coast.

Adjoining the Town is an excellent Golf Course. There are pretty Country Walks both inland and along the cliffs, and good Sea Fishing is obtainable. Additional Restaurant-Car Expresses have recently been added to the Train Service, both to and from London, and these, with the low Season Ticket rates in operation, afford exceptional facilities to London business men and others for making Clacton a permanent place of residence.

Frinton-on-Sea and Walton-on-Naze, neighbouring watering-places to Clacton-on-Sea, also participate in the advantage of the new service.

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	B.	a.m.	a.m.	a.m.	A.	p.m.	p.m.	p.m.	p.m.
Clacton-on-Sea dep.	7 3	7 40	8 45		Liverpool St. dep.	5 6	6 20	8 45	
Frinton-on-Sea "	7 2	7 39	8 44		Clacton-on-Sea arr.	6 50	8 10	10 27	
Walton-on-Naze "	6 58	7 35	8 40		Frinton-on-Sea "	6 53	8 13	10 30	
Liverpool St. arr.	8 52	9 33	10 33		Walton-on-Naze "	6 56	8 16	10 33	

(B) Breakfast Train.

(A) Tea Train.

Descriptive Guides and further information can be obtained gratis upon application to the Superintendent of the Line, Liverpool Street Station, E.C.

WHICH ARE YOUR FAVOURITE FLOWERS?

THE PROPRIETORS OF

WRIGHT'S COAL TAR SOAP

OFFER A

Cheque for £50

to the competitor who names, in their order of merit, the eight British Flowers which are the favourites of the majority of the competitors (see below). Or in the event of no one placing them all in the correct order, to the competitor who so places the greatest number consecutively from No. 1.

INSTRUCTIONS AND CONDITIONS.

- Write on a sheet of paper, with your name and address at the top, the names of your eight favourite British Flowers in their order of merit (see below).
- Post this, accompanied by an outside wrapper of a 3d. tablet of Wright's Coal Tar Soap (sold everywhere) addressed "Flowers," Wright's Coal Tar Soap, 66/68, Park Street, Southwark, S.E., and to arrive not later than December 31, 1910.
- Competitors may send as many lists as they like, provided each is accompanied by a wrapper of Wright's Coal Tar Soap, as above, but anyone sending any other wrapper than Wright's will be disqualified.
- No correspondence can be entertained. The decision of the Advertising Manager will be final. In the event of ties, the prize will be divided. The result will be advertised in the *Daily Mail* on Feb. 13, 1911.

ORDER OF MERIT AND HOW THE PRIZE WILL BE AWARDED.

At the close of the competition, the total number of votes recorded for each flower will be ascertained, and the eight with the highest numbers of votes will be placed in order of merit; the competitor whose list agrees with all, or with the greatest number (reckoned consecutively from No. 1), of the names and order of merit on the list thus obtained, will be awarded the prize.



When coming out into the cold night air—

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THE "PHOENIX" MUFFLER.

THIS IS SOMETHING ABSOLUTELY NEW TO THE BRITISH PUBLIC.

A perfect shield against cold and damp. The essence of convenience, slipped on and secured instantly in finest silk-finished yarns, all sizes and colours, price 2/6 each.

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Smoke

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A combination of Player's Navy
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MILD and
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In ½lb. Tins 1/8

In ½lb Tins 1/6

Player's Navy Mixture

"A blended Tobacco at its best."



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which supersede inkstands, are much
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Gold "SWANS" are rich gifts:—

The prices are FIVE GUINEAS plain,
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One often sees more money spent
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obtainable of all
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ENLARGED FIELD OF VIEW.

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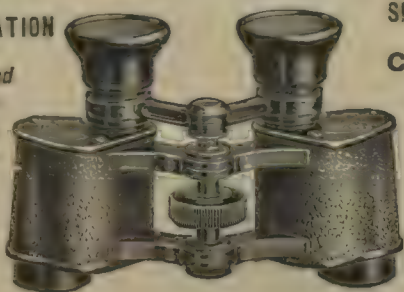
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Focussed rack and
wheel same
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opera glass.



Watson's 'No. 10' Whisky
offers a rare maturity due
to age alone; a flavour
approved by the most
critical of connoisseurs;
and the supreme attrac-
tion of absolute purity.

Watson's No. 10

See 'No. 10' in white on a red ground on the label
Obtainable of all Wine Merchants and Stores.

WILLS AND BEQUESTS.

THE will and codicils of MISS FLORENCE NIGHTINGALE, O.M., of 10, South Street, Park Lane, who died on Aug. 13, have been proved by Henry Bonham Carter, Samuel Shore Nightingale, Louis Hilary Shore Nightingale, and Arthur Hugh Clough, the value of the property being £36,127. Miss Nightingale gives the jewels from Queen Victoria, the bracelet from the



THE GOLFING BATTLE OF THE SEXES; AN INTERESTING LETTER FROM MISS CECILIA LEITCH.

Miss Cecilia Leitch, whose victory over Mr. Harold Hilton in the recent golfing match aroused so much interest, has written to the proprietors of Sanatogen: "I feel I must write a few lines to tell you that I trained on Sanatogen for my match, and think there is nothing like it. I shall always recommend it to my friends."

Hospital; and the "Life of the Prince Consort," given her by the Queen, with her autograph, to Margaret Verney. Amongst other pecuniary legacies she gives £300 to Sir Douglas Galton; £250 to Sir William Wedderburn; £1500 each to Margaret T. B. Shore Nightingale and Rosalind Frances M. Nash; £3500 each to Samuel Shore Nightingale and Louis Hilary Shore Nightingale; £3800 to Henry Bonham Carter; £2000 to Arthur Hugh Clough; and £2500 to Blanche A. Clough. The ultimate residue goes to the children of William Shore Nightingale.

The will (dated June 23, 1905) of MRS. SARAH HANCOCK, of 39, Nottingham Place, W., widow, who died on Sept. 12, has been proved by Arthur Henry Caesar and Edward Light, the value of the property being £280,379. The testatrix gives £1000 each to the Royal Agricultural Benevolent Society, the Middlesex Hospital, the Blind Asylum in the Finchley Road, the

Royal Hospital for Incurables, the Great Northern Hospital, and the Idiot Asylum; and many bequests of stocks and shares and pecuniary legacies to relatives and others. The ultimate residue, which will amount to a very large sum, is to be divided amongst the British and Foreign Bible Society, the Church Missionary Society, the Society for Promoting Christianity amongst the Jews, and the London City Mission.

The will (dated Nov. 10, 1909) of MR. EDWARD LINLEY SAMBOURNE, the well-known *Punch* artist, of 18, Stafford Terrace, Kensington, has been proved by the widow and son, the value of the property being £15,803. The testator bequeaths his gold watch and jewels and a clear £200 per annum to his son during the life of Mrs. Sambourne; the photographs used in his work to his friend and colleague, Bernard Partridge; and the residue, in trust, for his wife for life, and then for his son, his daughter being amply provided for.

The will of MR. HAROLD PORRITT, of Netherwood, Grange-over-Sands, and Helmsore, Lancashire, who died on July 31, has been proved, and the value of the estate sworn at £87,567. The testator gives £1500 to



TO COMMEMORATE THE DUKE OF CONNAUGHT'S VISIT TO BULAWAYO: A SILVER CASKET, THE GIFT OF THE RHODESIA CHAMBER OF MINES.

On the sides and cover of the casket are panels of granite from the Matoppos Hills. One panel bears the arms of His Royal Highness, and another the arms of the British South Africa Company. The cover bears the following inscription: "Presented to Field-Marshal His Royal Highness the Duke of Connaught and Strathearn, K.G., K.T., K.P., by the Rhodesia Chamber of Mines, on the occasion of the visit of His Royal Highness to Bulawayo, November, 1910." This Casket was modelled and manufactured by Messrs. Mappin and Webb, Ltd., 2, Queen Victoria Street, E.C., 158-162, Oxford Street, W., and 220, Regent Street, W.

the Congregational Church at Grange-over-Sands, and £750 to the Primitive Methodist Church at Helmsore, for augmenting the stipends of the ministers; £2000, in trust, for his sister, Isabel Madeline Rawstron; and £250 and the household effects, and, during widowhood, £700 per annum to his wife. The residue of his property he leaves to his son.

The will (dated Jan. 30, 1896) of MR. ROBERT ANTHONY BURRELL, of Fairthorn Park, near Botley, Hants, who died on June 25, has been proved by Miss Augusta Burrell, sister, the value of the estate amounting to £356,556. With the exception of legacies to servants, he leaves the whole of the property to his said sister absolutely.

The will and three codicils of MR. THOMAS WHITAKER, of Walton House, Burley-in-Wharfedale, chairman of Richard Whitaker and Sons, Ltd., brewers, have been proved by George Bedford Whitaker, nephew, and George Walsh, the value of the property being £89,891. The testator gives to his wife, during widowhood, £600 a year, or £800 a year at the discretion of the executors, and the use of Walton House, or an annuity of £100 should she again marry; in trust for his nephew, William David Whitaker, 50 Ordinary shares in the brewery; and

A TROPHY PRESENTED BY SIR THOMAS LIPTON: THE ATLANTIC STEAMSHIP ATHLETIC ASSOCIATION CRICKET LEAGUE CHALLENGE CUP. The figure on one side of the vase is a replica of Bartoldi's statue of Liberty, that on the other of Britannia. A border of enamelled panels contains the flags of the various Steamship Companies. The pedestal is of ebonized wood with silver plaques. The Trophy was designed and made by the Goldsmiths and Silversmiths Company, Ltd., of 112, Regent Street, London, W.



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FROM THE STATE OF SAN PAULO (BRAZIL).

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"FAZENDA"

1/6 per lb. In 1-lb. and ½-lb. Tins
Ground or Whole Berry

"Fazenda" is the selected portion of the world's largest crop, chosen by experts—graded to a nicety—and roasted by a special process. No better value can be obtained in Pure Coffee.

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A useful card giving simple instructions for making coffee sent free on application to

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A simple supper

promotes tranquil sleep.

The heavy supper disturbs the digestion and prevents what should be a sweet natural sleep. Choose something light, dainty and sustaining, that tones and nourishes the system while it soothes the nerves.

The 'Allenburys' Diet fulfils these conditions and is quickly made by adding boiling water. It is a partially predigested food made from rich milk and whole wheat—the vital food elements and forms a delicious supper repast.

A Large Sample sent on receipt of 3d. stamps to cover postage

Made in a Minute—
add boiling water only

In Tins,
1/6 and 3/- of Chemists.



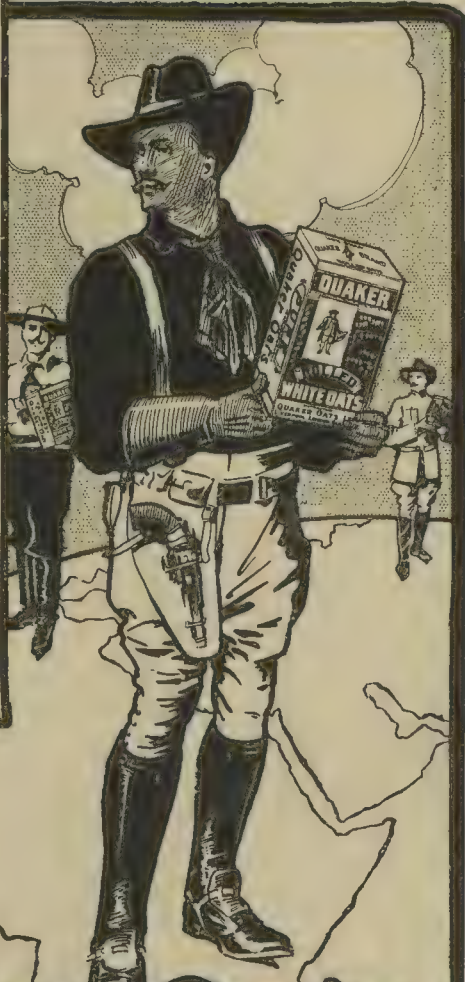
ALLEN & HANBURYS Ltd., 37, Lombard Street, London.

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white men live,
Quaker Oats
is sold.

The use of only the
finest grain, and the
milling with special
machinery, have
placed Quaker
Oats first for nour-
ishment, flavour and
economy.

Quaker Oats does
not overheat the
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oatmeal.

Try one packet and
you will understand
why Quaker Oats is
called "the World's
Breakfast." Eat it
for supper too.



Quaker Oats

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of every description
always in Stock.

NOW IS THE TIME TO ORDER!

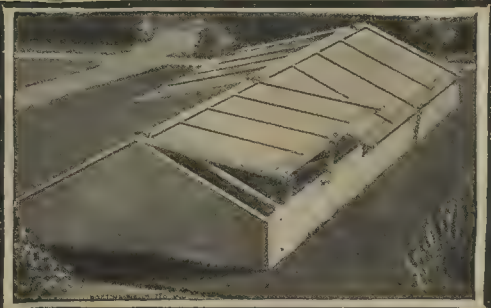
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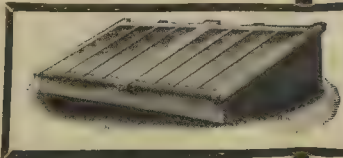
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Look for this box.

to his son Thomas Savile, £5000. The remainder of his Ordinary shares in R. Whitaker and Sons he leaves in trust to found a fund for pensions for persons who have served the company, and their widows and orphans. All other his property he leaves to his children.

The following important wills have been proved—

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Mr. Richard Acton Barratt, 94, Bentinck Street, Ashton-under-Lyne £32,883
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Mr. Thomas Henwood, 17, Trinity Place, Windsor £24,459
Mr. Thomas John Thomas, 33, Anfield Road, Liverpool £22,902

In these days, when new books are turned out by the hundred, readers require a certain amount of guidance in making their selection. They want someone to act, so to speak, as a literary taster. This function is well fulfilled by *The Book Monthly*, an illustrated sixpenny magazine which tells all about the best books of the current month and those about to appear. *The Book Monthly*, which is seven years old, has just been enlarged, and now includes, in addition to its articles, a classified chronicle of noteworthy publications of the month, with a reviewing commentary, also lists of the contents of the principal periodicals.

Dryad Cane Furniture was awarded a gold medal at the Anglo-Japanese Exhibition, and a silver medal at the Exhibition at Brussels, where its stand was destroyed by the fire. The Dryad business has developed a new style of design in cane-work, and among the interesting features of this development the influence of the local School of Art should be noticed. To make beautiful furniture, the workman must be an artist. Dryad workers set out to combine comfort with beauty, lightness with strength, and durability with moderate price. The works, at Leicester, are always open for visitors interested in this handicraft. A full catalogue can be obtained from the maker, Mr. Harry H. Peach, Thornton Lane, Leicester.

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

F. S. R. (Lincoln's Inn).—We congratulate you on again finding the right solution. Your suggestion is one with which we personally sympathise, but we received no encouragement from our correspondents when privately mooted some time ago.

E. SCHERMERHORN (New York).—In reply to your inquiry the key-move alone is sufficient in two-movers, and in three-movers it is desirable to give the main variation, but that is enough.

R. C. W. (Saltash).—Without analysing at any length, you appear to be right; but, after all, it makes little difference in the end. It is something, however, to improve on Staunton, and you are entitled to the credit of doing so.

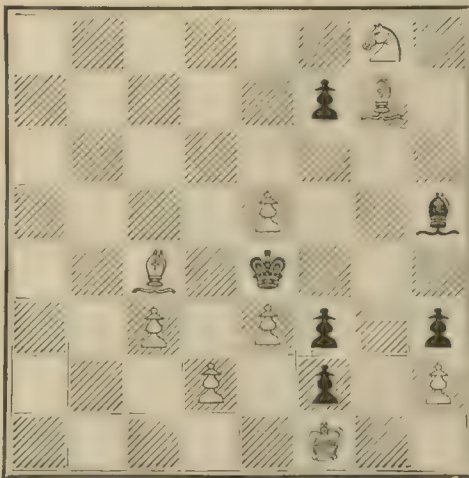
G. STILLINGFLEET JOHNSON (Cobham).—Your problem is a very nice one, and most acceptable.

SOLUTION OF PROBLEM No. 3470.—By A. M. SPARKE.

WHITE. BLACK.
1. R to K 6th Any move
2. Q, R, or Kt mates accordingly.

PROBLEM No. 3470.—By A. GUEST.

BLACK.



WHITE.

White to play, and mate in three moves

CORRECT SOLUTIONS OF PROBLEM No. 3462 received from C. A. M. (Penang), J. E. Schermerhorn (New York), N. H. Greenway (San Francisco), and E. J. L. (Barbados); of No. 3463 from E. J. L. S. W. Myers Ph.D., and J. E. Schermerhorn; of No. 3464 from S. W. Myers Ph.D.; of No. 3465 from R. J. Lonsdale (New Brighton), C. Barretto (Madrid), R. H. Couper (Malbone, U.S.A.), and J. R. Schermerhorn; of No. 3467 from Dr. T. K. Douglas (Scone), W. Mellor (Cork), J. Verrall (Lewes), Hatley S. George,

John Isaacson (Liverpool), W. C. D. Smith (Northampton), Dodo (Glenalmond), W. Lillie (Marple), Fidelitas, L. Schlu (Vienna), A. W. (Codford), J. S. Wesley (Exeter), W. C. D. Smith, Captain Challice (Great Yarmouth), J. D. Tucker (Ilkley), J. S. Smith (Matlock), J. Smart, and W. Winter (Medstead).

CORRECT SOLUTIONS OF PROBLEM No. 3468 received from H. S. Brandreth (Weybridge), Albert Wolff (Sutton), J. Cohn (Berlin), F. W. Cooper (Derby), G. Stillingfleet Johnson (Cobham), H. R. Thompson (Twickenham), Rev. J. Christie (Redditch), C. J. Fisher (Evel), J. C. Stackhouse (Torquay), Sorrento, F. R. Gittins (Birmingham), R. Worters (Canterbury), Hereford, J. D. Tucker, Major Buckley (Instow), John Isaacson, J. Smart, A. G. Beadell (Winchelsea), J. S. Smith, Captain Challice, Dr. T. K. Douglas, T. S. R. (Lincoln's Inn), J. A. S. Hanbury (Birmingham), R. C. Widdcombe (Saltash), J. Green (Boulogne), L. Schlu, Fidelitas, T. Roberts (Hackney), W. Lillie, J. Dixon, Lionel L. W. C. D. Smith, and T. Wetherall (Manchester).


CHESS IN GERMANY.

Game played in the Hamburg Tournament between Messrs. CHOTIMIRSKY and MARSHALL.

Queen's Pawn Game.

WHITE (Mr. C.)	BLACK (Mr. M.)	WHITE (Mr. C.)	BLACK (Mr. M.)
1. P to Q 4th	P to Q 4th	17. P takes B	K to K 3rd
2. P to Q 4th	P to K 4th	18. P takes B	P to Q 3rd
3. P takes K/P	P to Q 5th	19. Q to Kt 6th	R to R 3rd
4. Kt to K B 3rd	Kt to Q B 3rd	20. P to R 4th	
5. Q Kt to Q 2nd	B to K Kt 5th		
Both players here leave the beaten tracks for more adventurous lines.			
6. P to K R 3rd	B to R 4th	21. B to R 3rd (ch)	R takes Q
7. P to R 3rd	P to Q R 4th	22. B takes Q	K takes P
8. Q to R 4th	Q to Q 2nd	23. Castles	B to Q 3rd
9. Q to Kt 5th	B to Kt 3rd	24. B to B 5th (ch)	K to Q 5th
10. P to K Kt 3rd	K Kt to K 2nd	25. Q R to B sq	R to Kt 6th
11. Kt to Kt 3rd	P to R 5th	26. P to K 3rd (ch)	R takes P
Black's position is now a very hazardous one. His forces are undeveloped, and the enemy is concentrating an attack on the king. But he has a little game to play which will redeem the character of the struggle from a commonplace defeat.			
12. Kt to B 5th	Q to B sq	27. B takes R (ch)	K takes B
13. B to Q 2nd	P to Kt 3rd	28. Q R to K sq (ch)	K to Q 5th
14. Kt takes P	P takes Kt	29. R to K 4th (ch)	Resigns
15. Kt takes Kt	B to K 5th		
16. Kt takes Kt (dis.ch)	K takes Kt		
17. P to B 3rd			

Blue skies, an equable temperature, bracing Atlantic breezes, luxuriant tropical vegetation, the comforts of civilisation without the discomforts of an English winter—these are some of the things which are bringing Barbados to the front as a winter resort. This colony is the most easterly of the West Indian Islands, and is perpetually fanned by the north-east trade winds from November to May. It consequently enjoys an exhilarating climate. Though little larger than the Isle of Wight, Barbados boasts a railway. The roads are remarkably good, and carriages may be hired at very reasonable rates. In fact, living altogether is exceptionally inexpensive in Barbados. The capital is well built, and replete with modern comforts. There are many clubs, both social and sporting; and cricket, polo, tennis, and golf are among the sports patronised.



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ALSO FOR THE NURSERY and roughness of the Skin.
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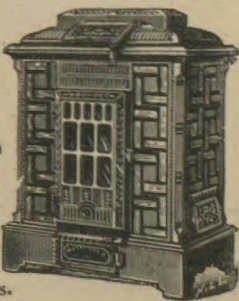
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OLYMPIA MOTOR SHOW AND OTHER NOTES.

IN making a detailed examination of the accessories in the gallery at Olympia, the new Dunlop detachable wheel should have careful attention. To see it once mounted and dismantled must imbue anyone with confidence in the stability of the device. What I have termed the permanent hub rotates on ball bearings, carried on the front-axle stub spindle, and is made with a coned flange on the inner side, which is cut in deep longitudinal serrations. The corresponding coned flanged end of the wheel-hub itself is made with similar corresponding serrations, which slide into and lock immovably with those on the permanent hub already mentioned. Towards the end, and on a portion of the permanent hub of lesser diameter, is a loose sleeve, upon which are cut several turns of a square thread of coarse pitch, the interior of the wheel-hub carrying a thread to correspond. On the extreme inner face of the wheel-hub internal ratchet teeth are cut for a purpose to be hereafter described.

Now, in mounting the wheel, the coned wheel-hub is pushed on over the coned permanent hub until the serrations in the former are engaged to some extent with those of the latter. A special form of wrench is then introduced through the axle-cap opening, and the loose sleeve, with the coarse square thread cut thereon, is rotated while the wheel is held stationary. The rotation of this thread, which engages with the internally cut thread in the wheel-hub, has the effect of quickly drawing the wheel-hub hard up into its place and against a bevel shoulder on the permanent hub, to the extent of engaging each with each the interlocking serrations already mentioned as formed on the permanent and within the wheel hub. It is through these serrations that the drive is conveyed when the wheel is on the back axle. The whole arrangement has been most carefully thought out in full view of all the absolutely necessary features of a detachable wheel, and in its completed form the Dunlop detachable wheel seems all that is necessary to inspire confidence in detachable wheels.

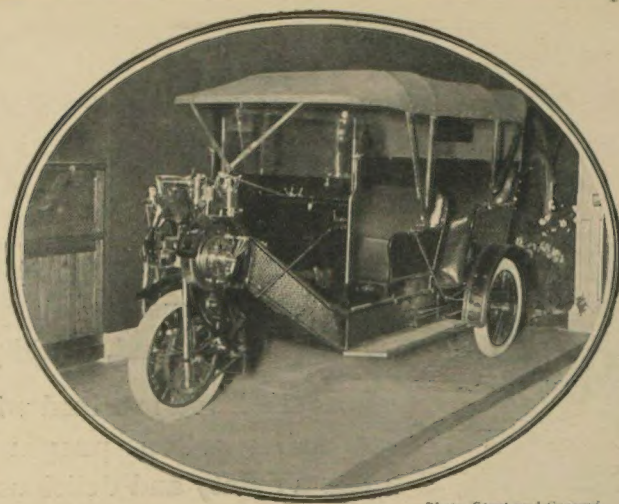


Photo. Sport and General.

THE NEW THREE-WHEELED MOTOR-CAR: A 9-10 H.P.
SIX-CYLINDER PHANOMOBILE SHOWN AT OLYMPIA.

One of the most interesting novelties seen at the Motor Show at Olympia has been the new type of three-wheeled car called a phonomobile, exhibited by Phanomobiles, Ltd. It is a vehicle likely to become popular with motorists of moderate means.

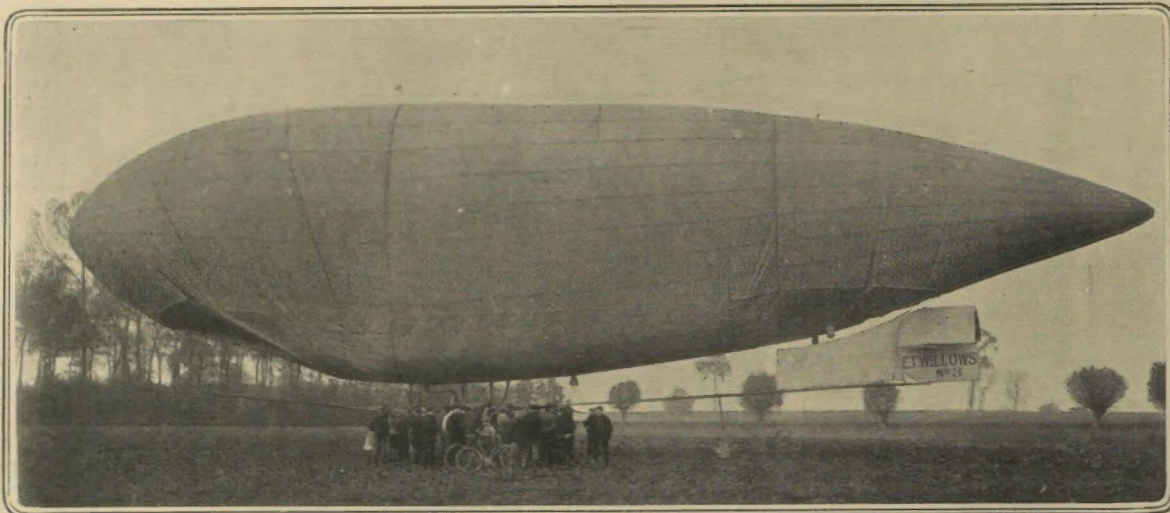


Photo. Baron.

"RIEN À DÉCLARER!" THE DUTIABLE GOODS FOR WHICH THE FRENCH CUSTOMS DEMANDED £30 FROM
MR. WILLOWS—HIS AIR-SHIP GROUNDED AT DOUAL.

After crossing the Channel in his air-ship "The City of Cardiff," last week, Mr. E. T. Willows landed near Douai, where the English version of the Bible used by Roman Catholics was made. The Customs authorities demanded a deposit of £30, and Mr. Willows appealed to the French Aero Club.

But the quest for quietude, as evinced by the evidences of the passing show, has gone beyond engine-valves. In the endeavour to hush the petrol motor and the chassis it propels, we find noise attacked from the side of the distribution gear, the gear-box, and the live-axle drive. In the distribution gear we find chain-drive slowly displacing the gipping wheels in one quarter, and the employment of worms between wheels, with driving impact upon both flanks of the worm, also laid under contribution. Crank-shaft bearings are being lengthened and increased in number, while gear-shafts are kept as large and as short as possible, and carried in three bearings whenever this can be effected with convenience. Then we have the strong leaning to worm-drive, so that many firms to-day are found following the years-old example of Lanchester and Dennis, with excellent results. Brake-application gear, steering gear, and brakes themselves have all had attention, until the only noises that are likely to remain are those produced by

(Continued overleaf.)

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There are various ways of making a cup of cocoa—all more or less complicated and requiring special apparatus. With Savory and Moore's Cocoa and Milk a delicious cup of this most nourishing beverage can be made in a moment simply by adding hot water.

In the manufacture of a preparation of this kind great care and skill are required if the full, rich flavour and fragrance of the cocoa are to be retained. Messrs. Savory and Moore's special process ensures this. Their Cocoa and Milk is a revelation to those who have not previously tried it.

It combines excellent flavour and highly-nourishing properties with extreme ease of digestion. Those who are unable to take tea, coffee, or ordinary cocoa can digest it with ease, and find it most sustaining. It is the ideal form of nourishment for those who suffer from weak digestion, or any of the complicated ailments ascribed to "nerves." Tins, 2s. 6d. and 1s. 6d.

SAMPLE FOR 3d. POST FREE.—A Sample Tin of the Cocoa and Milk will be sent by return, post free, for 3d. Mention "The Illustrated London News" and address—Savory & Moore, Ltd., Chemists to The King, 143, New Bond St., London.

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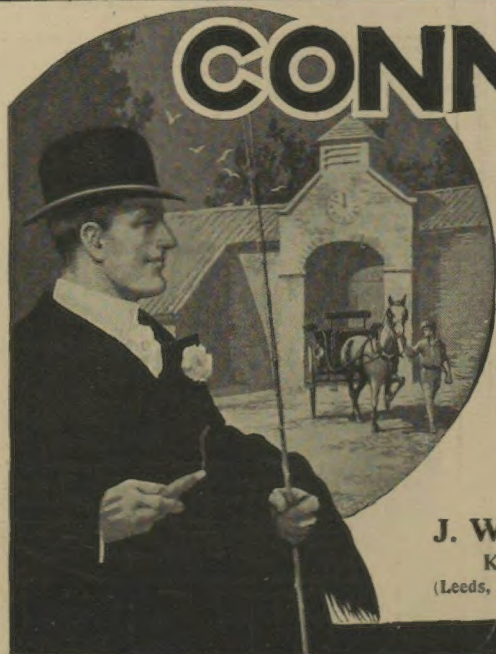
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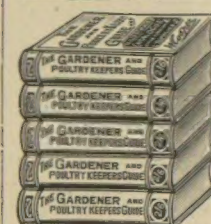
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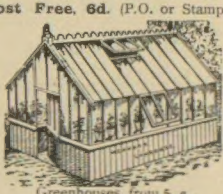
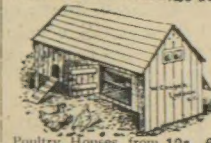
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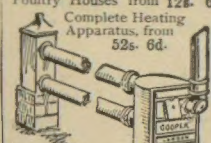
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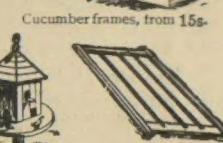
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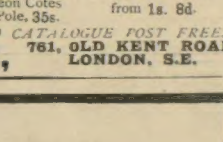
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the body after some use, and which the motor-body maker does not appear at present able at all to stop.

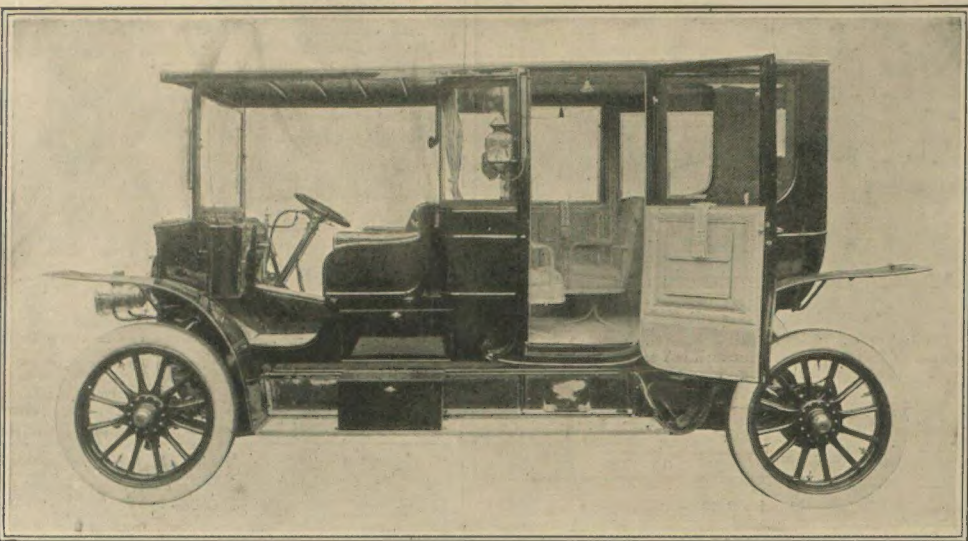
In certain cases before a County Bench recently the evidence against the motorist was founded upon the bare opinion of two police-officers. They abandoned all attempts to arrive at the speed of cars by timing, but, in lieu thereof, placed themselves about two hundred and fifty

to prove later. The Club and the sport and pastime owe much to the royal family of this country for the keen interest they have always shown in automobilism, and the earnest support they have accorded a means of locomotion not yet entirely popular. In following his lamented brother the Duke will assuredly find how strenuous and heart-whole was the work performed by Prince Francis on behalf of motoring, and how important he considered the duties which the Chairmanship of the Club imposed upon him.

The Wood-Milne rubber heel is almost a household word in this country to-day, so that it is not remarkable that an effort has been made to endow the tread of a pneumatic tyre with

when the tread becomes at all worn it presents a rough gripping surface to the road, which, I am told—I have no practical experience as yet—entirely obviates side-slip. The steel and rubber are amalgamated by a secret process, but the innumerable points of steel can be plainly felt by passing the finger over the tread.

"Rapidin," the new fuel, has acquitted itself very well under Royal Automobile Club trial at Brooklands. It was tested by means of a 15.9 Arrol-Johnston car fitted with a torpedo type of body and having a resistance area of 17.3 square feet. The standard carburetter fitted to Arrol-Johnston cars was first removed and an apparatus designed to volatilise either heavy or light fuels put in its place. With this carburetter in position the consumption at 24½ miles per hour was 32 miles per gallon; at 29½ miles per hour, 31½ miles per gallon; at 34½ miles per hour, 27½ miles per gallon; and at 41.9 miles per hour, 23.6 miles per gallon. The special carburetter was then dismantled, and the standard Arrol-Johnston device replaced. The car was then driven for the same distance as in the former tests, with the result that at 29.47 miles per hour the consumption was 25.503 mile-



Photo, Booker and Sullivan.

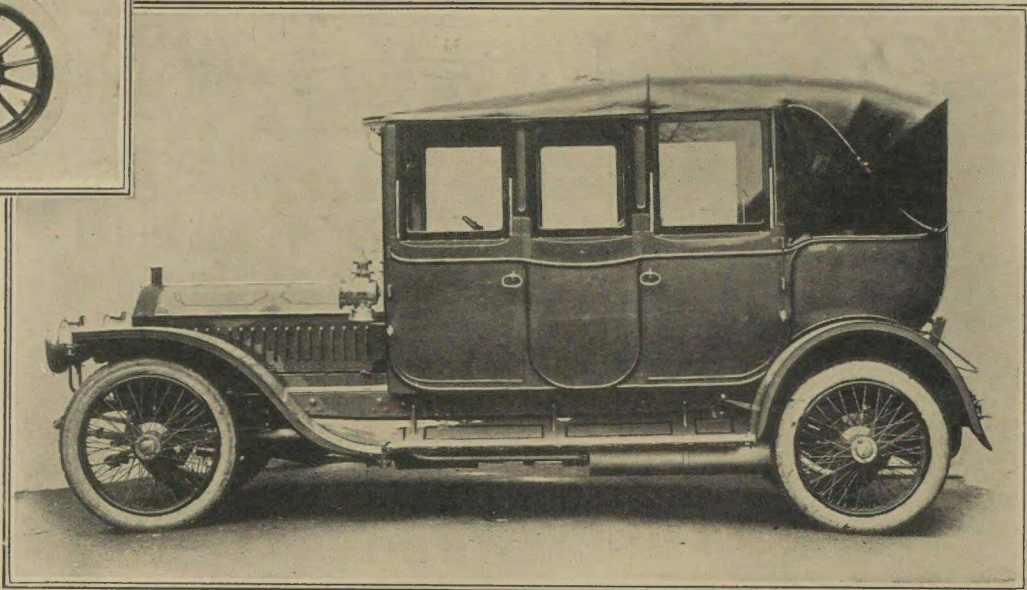
A CAR WITHOUT A "BONNET": ONE OF THE THREE TYPES OF "N.E.C." CARS EXHIBITED AT OLYMPIA.

"N.E.C." stands for New Engine (Motor) Company. The company has exhibited three cars at the Olympia Motor Show, a 40-h.p. chassis with large "D" fronted limousine, a 30-h.p. chassis with "D" front landaulette, painted in green stripes, and another 30-h.p. painted in yellow and black. The special feature of these cars is the absence of "bonnet," the machinery being placed in the centre of the chassis. This makes for smooth running and more body-space.

yards apart and presumed to use their own judgment with regard to the speed attained. Upon a car passing one of them, he, if in his opinion such car was exceeding the limit, raised his arm, and if his fellow and subordinate agreed, the latter stopped the car. Several motorists were summoned, at great inconvenience to themselves, on this ridiculous evidence. Most of the summonses were dismissed. But the annoyance and waste of time remain, and one wonders how long his Majesty's tax-paying lieges are to be subjected to this kind of persecution at the hands of their own servants?

The Royal Automobile Club and automobilism generally have suffered so great a loss in the deeply regretted demise of Prince Francis of Teck that the intimation that his elder brother, the Duke of Teck, will follow him in the Chairmanship of the Club is not at the moment, perhaps, so great a consolation as it is certain

something of the same durability. The tread of the Wood-Milne tyre is composed of a combination of steel and rubber, the steel being in the shape of wire, as fine as hair, and so mixed with the rubber that, while the tread is not rendered one whit less resilient than before, it is actually armoured against puncturing agents in a very practical way. Moreover,



A REPLICA OF A CAR THAT GAINED A GRAND PRIX AT BRUSSELS: A 45-H.P. SIX-CYLINDER NOISELESS NAPIER WITH ROYAL CABRIOLET SALOON BODY.

This car, which has been on view at Olympia during the Motor Show which closes to-day (November 12), has all the 1911 improvements. It is readily convertible to an open car, and is fitted with the Napier noiseless gear change, the Napier spring suspension, the Napier controllable carburetter, and the Napier smokeless lubricating system by pressure.

per gallon, or a distance of nearly six miles in favour of the special carburetter when using Rapidin. The specific gravity of this fuel at 60 deg. Fahr. is .772.

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